



William Biddlecombe **Joe Dike** **Sam Artino** **Monty Tapp** **Mark Claus** **Tom Harris** **Joel Hagy**
Vice-Mayor Councilmember Councilmember Mayor Councilmember Councilmember Councilmember

CITY COUNCIL — REGULAR COUNCIL MEETING

Tuesday, October 13, 2026 @ 6:30 PM

City Council Chambers

417 Main Street

Huron, Ohio 44839

- I. Call to Order Public Hearing** Public hearing on the amendment of Chapter 1133 (Off-Street Parking) of the Huron Codified Ordinances to restate Section 1133.16 (Improvement and Maintenance Standards) and to remove Appendix A (Buffer Yard Requirements) in its entirety.
 - I.a** Roll Call
 - I.b** Swear in Witnesses
 - I.c** Witness Testimony
 - I.d** Adjourn Public Hearing
- II. Call To Order regular Council Meeting.** Moment of Silence followed by the Pledge of Allegiance to the Flag
- III. Roll Call of City Council**
- IV. Approval of Minutes**
 - IV.a** Minutes of the September 22, Council work session and regular meeting.
- V. Oath of Office**
 - V.a** The City Manager will administer the Oath of Office to Daniel Soisson as Captain of the Huron Fire Department.
 - V.b** The City Manager will administer the Oath of Office to Kevin Bower as Lieutenant of the Huron Fire Department.
- VI. Audience Comments** Citizens may address their concerns to City Council. Please state your name and address for the recorded journal. (3-minute time limit)
- VII. Old Business**
- VIII. New Business**
 - VIII.a** Ordinance No. 2026-28 (**first reading**) (*submitted by Christine Gibboney*)
A resolution amending and restating Section 1133.16 (Improvement and Maintenance Standards) under Chapter 1133 (Off-Street Parking and Loading Regulations) of the Codified Ordinances of the City of Huron; and further amending Chapter 1133 to delete Appendix A in its entirety.
 - VIII.b** Ordinance No. 2026-31 (*submitted by Isaac Phillips*)
An appropriations and cash transfers ordinance.
 - VIII.c** Resolution No. 87-2026 (*submitted by Jack Evans*)
A resolution authorizing an agreement with PAC Engineering for professional services relating to

upgrading the Scada, Win911 and XLReporter software and related hardware at the Huron Water Filtration Plant in an amount not to exceed \$42,800.

VIII.d Resolution No. 88-2026 (*submitted by Jackson Schaefer*)

A resolution authorizing the purchase of a new 2026 Ford F-350 vehicle for the Streets Department at a cost of \$57,141.20.

VIII.e Resolution No. 89-2026 (*submitted by Jackson Schaefer*)

A resolution authorizing an agreement with Maintenance Systems of Northern Ohio for provision of crack sealing services on Main Street and Bogart Road within the City of Huron in an amount not to exceed \$36,000.

VIII.f Motion

Motion to appoint Councilman Mark Claus to the Parks & Recreation Advisory Board for a term ending November 30, 2027.

VIII.g Motion

Motion appointing citizen Julie Spitzley to the Huron Parks & Recreation Advisory Board for a term ending December 31, 2027.

VIII.h Motion

Motion appointing citizen Tom Solberg, Jr. to the Huron Parks & Recreation Advisory Board for a year term ending December 31, 2028.

IX. City Manager's Discussion

X. Mayor's Discussion

XI. For the Good of the Order

XII. Executive Session(s)

XIII. Adjournment



TO: Mayor Tapp and Members of City Council
FROM: Christine Gibboney Planning & Zoning Manager
RE: Chapter 1133 Off-Street Parking Code – proposed amendments
DATE: August 20, 2026

Chapter 1133- Off Street Parking and Loading Regulations- amendments proposed to address public and private parking lot paving requirements (Section 1133)

Background

- June 17, 2026 Planning Commission meeting, the topic of code requirements relating to the paving of all public and private parking lots ensued. Chairman Boyle referenced code language in a previous code version that explicitly included language to require all public and private parking lots to be paved. The current code language does not contain this language. Staff advised this would be researched and report provided back to the Commission.
- July 15, 2026 Planning Commission meeting: the attached report of findings was reviewed and discussed. The Commission recommended a draft amendment to be prepared for review. In a nutshell, back in 2014-2015 substantial and numerous Zoning Code amendments were being considered and ultimately adopted in 2015. One of the sections, 1126.01 Off Street Parking and Loading, was repealed, re-written and moved to a new Chapter- 1133 Off-Street Parking and Loading Regulations. Most language carried over from 1126.01 and new regulations and requirements added, but language mentioning public and private parking areas did not. In addition, newly added language in the chapter refers to “required” parking areas, referencing back to parking areas and number of spaces required specific to defined uses. In the case of a public or private parking lot, there is no “required” parking area or number of spaces as it not tied to business, *it is the business or use*. In discussing the previous version, which limited the paving requirement of a parking lot to only those with 5 or spaces, the Commission recommended removal of reference to number of spaces, recommending instead that all public and private parking lots, regardless of size, need to be paved.
- August 19, 2026 Planning Commission meeting: Draft amendment provided and discussed. No changes/edits advised. The Planning Commission supported the amendment and made recommendation to City Council for consideration.

Staff Summary

The proposed amendment to Section 1133.16, but will reestablish the requirement that public and private parking lots are to be paved by:

- Removing references to “all *required* parking” and replacing this language with “all parking spaces” as the reference to “required” pointed to criteria in the code for

businesses/structures/uses for which a parking lot is required, and did not speak to public or private parking lots.

- Inserting language taken from the previous Off-Street Parking Code which had specifically included reference to “public and private parking lots”
- Lastly, and not related to the topic of Off-Street Parking, is removal of the table at the end of the Chapter, “Appendix A- Buffer Yard Requirements”- this table was apparently inserted here mistakenly- it is part of Chapter 1131 Landscape Requirements and appears there as well.



TO: Chairman Boyle and Members of the Planning Commission and Design Review Board
FROM: Christine Gibboney Planning & Zoning Manager
RE: Off-Street Parking Code Research
DATE: July 15, 2026

Chapter 1133- Off Street Parking and Loading Regulations- Ordinance 2015-10, adopted August 25, 2015. ***CURRENT CODE CHAPTER**

Section 1126.01- Off-Street Parking and Loading Regulations (REPEALED IN 2017)

Staff Analysis
RESEARCH/HISTORY

Chapter 1126 -Special Provisions contains various nonrelated section titles ranging from Overlay Zones, Motels and Motor Hotels, Planned Development Projects, Service Stations, Regulations for Industrial Greenhouses just to name a few. At one time the Chapter also included: Off-Street Parking & Loading, Sign Regulations, and Landscape Requirements.

In reviewing the minutes from 2014- 2015, it appears that a comprehensive and extensive project to review and update the Zoning Code to reflect the direction of the Master Plan was undertaken by the then Assistant to the City Manager and city hired consultant, Alex Pesta. New Chapters were drafted: 1131- Landscape Requirements, 1129 Sign Regulations, 1133 Off-Street Parking, and 1127 Mixed-Use Districts. These lengthy new Chapters were vetted through the Planning Commission in 2014-2015 and adopted by City Council in 2015, becoming effective in 2016.

On May 9, 2017, Ordinance 2017-3 was adopted repealing the following sections in Chapter 1126: 1126.01 Off Street Parking & Loading, 1126.03 Sign Regulations, and Section 1126.13 Landscape Requirements. The minutes from that meeting note: that *the ordinance repeals specified sections of Chapter 1126 to eliminate duplicative or conflicting language as they have been addressed and incorporated into the major Zoning Code changes that had been adopted over the past year.*

Chapter 1133 Off Street Parking and Loading Regulations vs the repealed 1126.01 version

Former Section 1126.01 was a brief five (5) page ordinance from the 1990's. What that code did contain that the current Chapter 1133 does not was the following language:

Development and Maintenance of Parking Areas. *Every parcel of land used as a public or private parking area, including a commercial parking lot shall be developed and maintained in accordance with requirements.....any off street parking area for more than 5 vehicles in any district shall be surfaced with an asphaltic or Portland cement pavement.....*

The current code refers to "required" number of off-street parking spaces for each facility or use- in Schedule 1133.03- Required Off-street Parking Spaces, however, it does not make any references to

public or private parking lots. Every reference made in Chapter 1133 regarding off-street parking speaks to the business/structure/use for which the parking lot is “required”.

Commission members have both the current code (Chapter 1133) and the repealed code (Section 1126.01) attached to review, compare, and discuss. Just a couple of ideas to consider:

To address the missing requirements for public and private parking lots, my recommendation would be to amend Section 1133.16 IMPROVEMENT AND MAINTENANCE STANDARDS to incorporate the language:

All off-street parking and loading facilities, including entrances, exits, maneuvering areas, stacking areas, public or private parking areas, including a commercial parking lot, and loading areas shall be developed and maintained in accordance with the following standards and specifications....

Removal of references: all “required” spaces throughout 1133.16, to all “parking” spaces

We can discuss it at the meeting and would welcome Commission insight/input/suggestions.

One other thing I noticed when researching, Chapter 1133 contains a table “Appendix A- Buffer Yard Requirements”- this section seems to have been inserted here mistakenly- it is part of Chapter 1131 Landscape Requirements and it appears there as well. This needs to be removed from Chapter 1133.

CHAPTER 1133**Off-Street Parking and Loading Regulations**

- 1133.01 Purpose.**
- 1133.02 Determination of required off-street parking spaces.**
- 1133.03 Number of parking spaces required.**
- 1133.04 Electric automobile charging stations.**
- 1133.05 Off-street stacking spaces for drive-thru facilities.**
- 1133.06 Required short-term bicycle parking spaces.**
- 1133.07 Allowance for shared parking.**
- 1133.08 Modification of minimum parking requirements.**
- 1133.09 Parking maximums.**
- 1133.10 Land banked for future parking.**
- 1133.11 Location of required parking spaces.**
- 1133.12 Off-street loading spaces required.**
- 1133.13 Access drives in Commercial Districts.**
- 1133.14 Non-residential joint use driveways and cross-access easements.**
- 1133.15 Single-family and two-family residential driveways.**
- 1133.16 Improvement and maintenance standards.**
- 1133.17 Trailer parking.**
- 1133.18 Exceptions to off-street parking requirements in Business District.**

CROSS REFERENCES

Conformance with Performance Standards - see P. & Z. Chap. 1121.06

Nonconformity - see P. & Z. Chap 1121.07

Residence Districts - see P. & Z. Chap. 1123

Non-residence Districts - see P. & Z. Chap. 1125

Mixed-Use Districts - see P. & Z. Chap. 1127

Signage Regulations - see P. & Z. Chap. 1129

Landscape Requirements - see P. & Z. Chap. 1131

1133.01 PURPOSE.

Off-street parking regulations are established in order to promote the overall vitality of the community through achieving various objectives, including:

- (a) Promoting the general convenience, welfare and prosperity of existing and future developments;
- (b) Relieving congestion on City streets by promoting alternative modes of transportation, ensuring orderly movement of traffic, and increasing safety; and,
- (c) Providing adequate, but not excessive off-street parking to minimize the negative impacts that result from large expanses of paved parking areas.

(Ord. 2015-10. Passed 8-25-15.)

1133.02 DETERMINATION OF REQUIRED OFF-STREET PARKING SPACES.

Off-street parking shall be provided as a condition precedent to the occupancy or use of any building, structure or land, and at any time a commercial or business-related building or structure, or commercial or business-related use of land, is enlarged, expanded, increased in capacity or use, in conformance with the following provisions.

In computing the number of parking spaces required by this Ordinance, the following shall apply:

- (a) Where floor area is designated as the standard for determining parking space requirements, floor area shall be the sum of the net area of all the floors measured from the exterior faces of the building. Mechanical rooms, stairs, restrooms, cellars, unenclosed porches, attics not used for human occupancy are excluded from the count of total floor area.
- (b) Where seating capacity is the standard for determining parking space requirements, the capacity shall mean the number of seating units installed or indicated. When fixed seats are not indicated, the capacity shall be determined as being one (1) seat for each twenty (20) square feet of floor area of the assembly room.
- (c) Where employees are the standard for determining parking space requirements, employees shall mean the maximum number of employees on any two (2) successive shifts.
- (d) Fractional numbers shall be increased to the next whole number.
- (e) The parking spaces required for multiple uses shall be the sum of the parking required for each use considered separately.

(Ord. 2025-30. Passed 11-25-25.)

1133.03 NUMBER OF PARKING SPACES REQUIRED.

The required number of off-street parking spaces for each facility or use shall be determined by application of the standards noted in Schedule 1133.03. For a use not specified in Schedule 1133.03, the Planning Commission shall apply the standard for a specified use which the Commission determines to be most similar to the proposed use.

Schedule 1133.03**REQUIRED OFF-STREET PARKING SPACES**

<u>Principal Building or Use</u>	<u>Minimum Spaces Required</u>
(a) <u>Residential Uses:</u>	

(1) Single-family dwellings	2 spaces for each dwelling unit. All new single-family development that occurs after the adoption of this chapter shall include at least a minimum of one (1) enclosed space.
(2) Two-family dwellings	2 spaces for each dwelling unit. All new two-family residential development that occurs after the adoption of this chapter shall include at least a minimum of one (1) enclosed space per dwelling unit.
(3) Townhouses	2 spaces for each dwelling unit.
(4) Apartments	2 spaces for each dwelling unit.
(5) Senior citizen apartments	1 space for each dwelling unit.
(6) Dormitories, sororities and fraternities	1 space for each 3 persons based on the maximum capacity.
(7) Nursing homes	1 space per 6 beds
(b) <u>Office, Professional Service Uses:</u>	
(1) Business, professional and administrative offices and services (excluding medical and dental)	1 space for each 400 sq. ft. of floor area.
(2) Medical, dental offices and clinics, including urgent care clinics	1 space for each 200 sq. ft. of floor area.
(3) Financial establishments	1 space for each 400 sq. ft. of floor area.
(4) Animal clinic, veterinary office	1 space for each 400 sq. ft. of floor area.
(5) Funeral homes, mortuaries	1 space for each 50 sq. ft. of floor area in parlors or visitation rooms.
(6) Hospitals	2 spaces per room.
(c) <u>Retail/Service Uses:</u>	
(1) Retail or business uses permitted in any B District unless specific standards given below	1 space for each 300 sq. ft. of floor area.
(2) Furniture and appliance; retail nursery garden supply, establishments	1 space for each 500 sq. ft. of floor area.
(3) Restaurants; bars; taverns; night clubs	1 space for each 150 sq. ft. floor area (25% of any outdoor unenclosed dining areas shall be included in the calculation)
(4) Hotels, motels and Bed and Breakfasts	1 space for each sleeping room or suite including that which is to be used as a permanent residence by the owners of the establishment.
(5) Shopping Center	1 space per 400 sq. ft. of leasable floor area.
(6) Transient Rental Property	The greater of two (2) off-street parking spaces or one (1) space for each four (4) permitted occupants, rounded up.
(d) <u>Automotive Uses:</u> (b)	
(1) Auto sales; new and used, auto, truck, boat sales, rental facilities	1 space for each 800 sq. ft. of floor area (indoor area only)
(2) Gasoline stations	.5 spaces per pump and 1 per 500 sq. ft. of accessory retail area.
(3) Car wash facilities	1 space per bay plus sufficient area for stacking spaces.
(4) Automobile service repair, and body work stations	2 spaces per bay
(e) <u>Commercial Entertainment/Recreation Uses:</u> (b)	
(1) Bowling alleys	Four (4) spaces per each lane. If there is additional space within the building used as a restaurant, bar, tavern, or night club, additional parking shall be included at a rate of 50% of that described in 1133.03(c)(3).
(2) Indoor movie theaters, auditorium and other public assembly places	1 space for every 4 seats for first 400 seats, then 1 space per 10 seats.
(3) Indoor or outdoor swimming pools, public or private	1 space per 200 sq. ft. of water area.
(4) Health, fitness, recreation club	1 space for every 200 sq. ft. of exercise area, including locker room, and equipment room.
(5) Wet-slipped boat dockage/storage	0.75 space for every boat space.
(f) <u>General Commercial Uses:</u> (b)	

(1) Printing, publishing, storage and warehousing of goods, wholesale establishments	1 space for each three (3) employees on a maximum shift or for each 3,000 sq. ft. of floor area, whichever is greater.
(2) Research and testing laboratories	1 space for each 400 sq. ft. of floor area.
(g) Educational Facilities:	
(1) Junior high schools, elementary schools and kindergartens	1 space for each 300 sq. ft. of office space, plus 2 spaces per classroom.
(2) High Schools	5 spaces per classroom.
(3) Colleges, universities	10 spaces per classroom.
(4) Child Day Care Centers, nursery schools and similar uses	Five (5) spaces, plus 1 space for every 5 program participants based on the facility's licensed capacity. Additionally, a minimum of 2 pick-up/drop-off spaces must be provided.
(h) Community Facilities:	
(1) Places of worship	1 space for every 8 seats.
(2) Community Center, library, museum or similar public building	1 space for every 6 seats or for each 300 sq. ft. of floor area, whichever is greater.

(Ord. 2015-10. Passed 8-25-15; Ord. 2021-9. Passed 3-23-21.)

1133.04 ELECTRIC AUTOMOBILE CHARGING STATIONS.

Parking spaces within parking lots or structures may be installed with electric automobile charging stations, including models that charge by solar energy. Such spaces must be accessible to the public and clearly designated as charging stations. Such spaces count toward parking requirements. (Ord. 2015-10. Passed 8-25-15.)

1133.05 OFF-STREET STACKING SPACES FOR DRIVE-THRU FACILITIES.

Establishments which by their nature create lines of customers stacking to be served within automobiles shall provide off-street stacking areas, on the same lot as the use, in addition to the required number of parking spaces specified in Schedule 1133.03, in accordance with the following requirements:

- (a) Commercial establishments such as banks, drive-thru restaurants, automatic car wash facilities and other similar facilities with service windows or other interaction points shall provide sufficient space for the stacking of vehicles. There shall be a minimum of four (4) stacking spaces per facility. There shall not be less than two (2) spaces per window or interaction point when there are two (2) or more windows or points of interaction. Interaction points typically include service windows, menu boards, and communication systems.
- (b) Self-serve car wash facilities shall provide no fewer than two (2) stacking spaces per stall.
- (c) Gasoline stations shall provide no fewer than one (1) stacking spaces per accessible side of a gasoline pump island.
- (d) In any case, there shall not be within the public right of way any portion of a drive-thru lane, or vehicles stacking for service at such drive-in or drive-thru facilities.
- (e) Such spaces shall be designed so as not to impede pedestrian or vehicular traffic circulation on the site, or on any abutting streets or parcels.
- (f) An escape lane shall be included within a drive-thru facility or circulation aisle to provide access around the drive-thru facility. All escape lanes shall measure a minimum of eight (8) feet in width.

(Ord. 2015-10. Passed 8-25-15.)

1133.06 REQUIRED SHORT-TERM BICYCLE PARKING SPACES.

Short-term bicycle parking spaces, which are areas where bicycles can be left for short stops and require a high-degree of convenience, must be provided by each use within a Mixed Use or green/recreational space as delineated by the City of Huron Land Use Map. Unless stated otherwise within Chapter 1127 Mixed-Use District, temporary bicycle parking shall be provided in accordance with the following:

- (a) In all cases where short-term bicycle parking is required, a minimum of four (4) spaces shall be provided.
- (b) Any property or use that is exempt from providing off-street parking is still required to provide short-term bicycle parking in accordance with this section and/or Chapter 1127 Mixed-Use District.
- (c) Bicyclists must not be required to travel over stairs or other obstacles to access bicycle parking spaces.
- (d) If the required bicycle parking spaces are located on private property, they must be located on the same lot as the use. When the bicycle parking spaces will be on public property, they must be within fifty (50) feet of the principal entrance and at the same grade as the sidewalk or an accessible route. The property owner may make application to the City for suitable arrangements to place bicycle parking spaces in the public right-of-way. Bicycle parking infrastructure is only permitted to be placed within the right-of-way upon approval of the city.
- (e) The bicycle parking area must be convenient to building entrances and street access, but shall not interfere with normal pedestrian and vehicle traffic. For passive security purposes, the bike parking shall be well-lit and clearly visible to building occupants or clearly visible from the street.
- (f) Bicycle parking facilities must provide lockable racks, or similar structures, where the bicycle may be locked by the user. Racks must support the bicycle in a stable upright position. Structures that require a user-supplied locking device must be designed to easily allow a high-security U-shaped lock to secure the bike frame and one wheel while both wheels are still on the frame's brackets. All racks must be securely anchored to the ground or a structure to prevent the racks from being removed from the location.
- (g) Shared bicycle parking facilities may be provided by multiple uses granted access is easily accommodated, agreements / easements are documented and the combined number of spaces meets the requirements of this section and all other applicable sections. (Ord. 2015-

10. Passed 8-25-15.)

1133.07 ALLOWANCE FOR SHARED PARKING.

Institutions, theaters and similar uses may make arrangements with banks, offices, retail stores and similar uses that are not normally open, used or operated during the same hours to share parking facilities and shall be subject to the following provisions:

- (a) Not more than fifty percent (50%) of the required parking spaces shall be shared.
- (b) Off-street parking spaces for separate uses may be provided collectively if the aggregate number of spaces provided is not less than the sum of the spaces required in Schedule 1133.03: Collective Parking Calculation. Schedule 1133.07(b) is applied in the following manner:
 - (1) The required number of spaces for each use is calculated according to Schedule 1133.03.
 - (2) The required number of spaces for each use is then applied to the percentages for each time, according to the appropriate land use category in Schedule 1133.07(b) to determine the number of required spaces. This is done for each time category.
 - (3) The numbers are summed for all land uses within each timeframe and the highest sum total in a timeframe is the required number of spaces.

SCHEDULE 1133.07(b): COLLECTIVE PARKING CALCULATION						
LAND USE	Weekday			Weekend		
	Mid-7am	7am - 6pm	6pm-Mid	Mid-7am	7am - 6pm	6pm - Mid
Residential	100%	55%	85%	100%	65%	75%
Commercial	0%	100%	80%	0%	70%	60%
Restaurant	50%	30%	70%	5%	70%	100%
Hotel/Motel	100%	65%	90%	100%	65%	80%
Movie Theater	0%	10%	70%	5%	70%	100%
Office	5%	100%	5%	0%	10%	10%
Industrial	5%	80%	5%	0%	10%	10%

- (c) In any case where the required parking spaces are collectively or jointly provided and used, a written agreement thereby assuring their retention for such purposes shall be properly drawn and executed by the parties concerned, approved as to form by the City Law Director, and filed with the application for a zoning approval.

(Ord. 2015-10. Passed 8-25-15.)

1133.08 MODIFICATION OF MINIMUM PARKING REQUIREMENTS.

Whenever the parking requirements based on functions and uses, and application of the standards specified in Schedule 1133.03 can be shown by the applicant or studies of parking demand for the use will result in an excessive number of parking spaces for the use and that a lesser number of spaces is appropriate and consistent with these regulations, the Planning Commission may approve a reduction in required spaces.

(Ord. 2015-10. Passed 8-25-15.)

1133.09 PARKING MAXIMUMS.

The following vehicle parking space maximums are applicable to all surface parking lots for multi-family, non-residential, and mixed-use developments within the City of Huron:

- (a) Surface parking areas may not exceed one-hundred and twenty-five percent (125%) of the required minimum number of vehicle parking spaces per the regulations set forth in section 1133.03 of this ordinance.
- (b) Existing surface parking areas that exceed the parking maximums must come into conformance with the maximum number of parking spaces when the following occurs:
 - (1) A new principal building is constructed on the site.
 - (2) An addition is made to an existing principal structure that would modify the parking calculation.
 - (3) Over fifty (50%) of the total area of an existing parking lot is reconfigured.
- (c) When surface parking areas exceed the number of spaces permitted by this section and are required to come into conformance, the excess spaces must be converted into any combination of the following:
 - A. General landscaping as permitted by Chapter 1131 Landscape Requirements
 - B. Temporary bicycle parking spaces.
- (d) The Planning Commission may grant the ability to exceed the maximum parking requirement set forth in this section in the event that the applicant or property owner can show that industry standards or elements specific to the development result in the need to allow for additional parking spaces, and that the provision of additional parking will not be detrimental to the general welfare, safety, infrastructure, traffic congestion, or public interest of the community.

(Ord. 2017-9. Passed 4-25-17)

1133.10 LAND BANKED FOR FUTURE PARKING.

Land banking land within the development site allows for designating a portion of land on a site that would be required for parking to be held and preserved as landscape, rather than constructed as parking. The Planning Commission may permit land banking of up to thirty percent (30%) of the required parking spaces, subject to the following:

- (a) Evidence is provided by the applicant that supports the reduced parking needs.
- (b) The area proposed for land banking of parking spaces must be an area suitable for parking at a future time.
- (c) Landscaping of the land banked area must be in full compliance with Chapter 1131 Landscape Requirements and, at a minimum, landscaped with turf or live groundcover.
- (d) The land banked area cannot be used for any other use and must be part of the same zoning lot and all under the same ownership.
- (e) As part of the site plan review process, the applicant must show the area to be banked on the site plan and marked as "Land Banked Future Parking".
- (f) The Planning Commission, on the basis of increased parking demand for the use, may require the conversion of all or part of the land banked

area to off-street parking spaces. (Ord. 2015-10. Passed 8-25-15.)

1133.11 LOCATION OF REQUIRED PARKING SPACES.

In addition to specific requirements contained in each district regulation, the location of off-street parking facilities shall further be regulated according to the following provisions:

- (a) The parking spaces required for residential buildings in a residential district shall be located on the same lot with the building or use served.
- (b) The parking spaces required for any other building or use in a residential district and any use in a commercial district may be located on another properly zoned lot within 300 feet of the principal entrance and two (2) or more owners of buildings may join together in providing the required parking spaces. When the required parking spaces are not located on the same lot with the building or use served, the usage of the lot or tract upon which the parking spaces are provided shall be restricted by an instrument recorded describing the premises for which the parking is provided and assuring the retention of such parking so long as required by this Zoning Code.
- (c) No parking of a motor vehicle shall be permitted on any portion of a lot designated as an accessory structure such as a patio, porch or deck.
(Ord. 2015-10. Passed 8-25-15.)

1133.12 OFF-STREET LOADING SPACES REQUIRED.

Off-street loading spaces shall be provided and maintained on the same zoning lot with the building as necessary to meet the needs of the principal use. The location of off-street loading spaces shall be regulated according to the following:

- (a) Streets, sidewalks, alleys or other public rights of way or other public property shall not be used for loading purposes nor shall vehicles be parked on such areas during loading and unloading.
- (b) No part of any required yard, off-street parking area, or access drive thereto, shall be used for loading or unloading purposes.
- (c) Off-Street Loading Space. In any district, in connection with any building or part thereof, hereafter erected or altered which is to be occupied by manufacturing, stores, warehouses, goods display, retail commercial, wholesale commercial, market, hotel, hospital, mortuary, laundry, dry cleaning or other uses requiring the receipt or distribution by truck of materials or merchandise, there shall be provided and maintained, on the same lot with such buildings, off-street loading space in accordance with the following schedule:

Net Floor Area of Building (Sq. Ft.)	Total Number of Off-Street Loading Spaces
Less than 10,000	0
Over 10,000 to 20,000	1
Over 20,000 to 40,000	2
Over 40,000 to 60,000	3
Over 60,000 to 80,000	4
Over 80,000 to 100,000	5

- (d) When the floor area of the building exceeds 100,000 square feet, the number of off-street loading spaces shall be determined by the Planning Commission.
- (e) Each loading space shall be not less than ten feet in width, twenty-five feet in length and fourteen feet in height.
- (f) Such loading space may occupy all or any part of any required yard, provided, no space shall be closer than fifty feet to any other lot located in any R District, unless wholly within a completely enclosed building or unless enclosed on all sides by an acceptable fence or wall or other enclosure maintained in good condition, not less than six feet in height.
(Ord. 2015-10. Passed 8-25-15.)

1133.13 ACCESS DRIVES IN COMMERCIAL DISTRICTS.

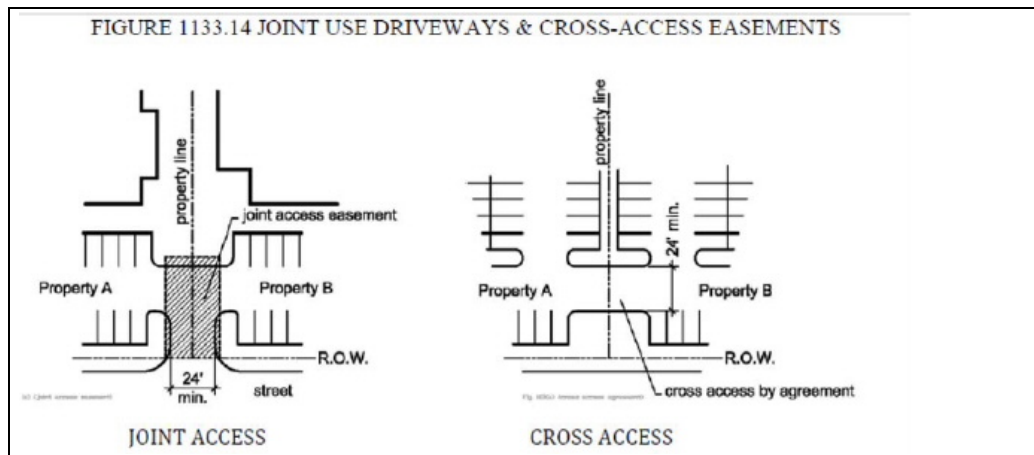
In all Business Districts and Industrial Districts, there shall be adequate provision for ingress and egress to all parking and loading spaces from public streets and ways. Access drives shall be provided as follows:

- (a) Each development shall be permitted one (1) entrance and one (1) exit at the lot frontage. In the case of a corner lot, Planning Commission may grant an additional access lane if doing so will make the flow of vehicular and pedestrian traffic safer and more efficient.
- (b) One (1) additional entrance and exit drive may be permitted for every additional two hundred and fifty (250) feet of street frontage, or fraction thereof, above the district minimum. Planning Commission may grant one (1) additional entrance and exit drive if it is deemed imperative to efficient and safe operations for the use on within the development.
- (c) The width of an access drive measured at the front lot line shall not be more than fifteen (15) feet per lane, with a maximum of one (1) entrance lane and two (2) exit lanes. When using a two (2) lane system, the total width shall not exceed thirty (30) feet at the property line. When using a three (3) lane system, the total width shall not exceed forty-five feet (45) at the front property line.
- (d) An access point from a public street or way shall be located no closer than twenty (20) feet to a residential district and the resulting adjacent open area shall be properly landscaped and maintained in accordance with the standards in Chapter 1131 Landscape Requirements. Access lanes for all commercial and industrial uses shall not exist within property zoned residential.
- (e) An access drive shall be located no closer than fifty (50) feet to an intersection, unless specific circumstances on the parcel make such placement necessary. Access drives adjacent to intersections are subject to approval by the Planning Commission.
- (f) Landscaped medians may be installed to separate lanes of incoming and outgoing traffic and shall not be used in calculation of total width. Landscaped medians shall be landscaped in accordance with parking lot island regulations as set forth in Chapter 1131 Landscape Requirements and shall be installed in a manner as to protect safe and efficient flow of pedestrian and vehicular traffic. Signage may be included within this area, but shall be placed as to not adversely affect safe passage of traffic or site line visibility.
(Ord. 2015-10. Passed 8-25-15.)

1133.14 NON-RESIDENTIAL JOINT USE DRIVEWAYS AND CROSS-ACCESS EASEMENTS.

Adjacent non-residential uses that possess dedicated parking areas are encouraged to provide joint use driveways and cross-access easements to

allow circulation between sites (See Figure 1133.14: Joint Use Driveways and Cross-Access Easements). If the site intends to make use of a joint-use drive or cross access easement, the following regulations must be followed:



- (a) Property owners are required to arrange agreements with neighboring property owners prior to submittal of required permits and approvals. If joint use driveways and cross-access easements will be provided, the property owner must provide an executed agreement between the adjacent property owners.
 - (b) Joint use driveways and cross-access easements must incorporate the following:
 - (1) A travel aisle and driveway width of twenty-four (24) feet to ensure two-way travel aisles to accommodate automobiles, service vehicles and loading vehicles.
 - (2) Bump-outs and other design features to make it visually obvious that the abutting properties are tied together.
 - (3) A unified access and circulation plan for shared parking areas.
 - (c) Pursuant to this section, property owners who establish cross-access easements must record an easement allowing cross-access to and from properties served by the joint use driveways and cross-access easement.
- (Ord. 2015-10. Passed 8-25-15.)

1133.15 SINGLE-FAMILY AND TWO-FAMILY RESIDENTIAL DRIVEWAYS.

(a) For single-family and two-family dwellings, residential driveways that provide access to a garage are limited in width dependent upon the designated motor vehicle capacity of the garage in factors of twelve (12) feet per space within the garage. In the event that a driveway exceeds twenty-four (24) feet in width, the driveway is permitted to extend for a distance of twenty (20) feet from the garage doors before tapering back to the maximum driveway width of twenty-four (24) feet. For driveways extended from attached garages located twenty-five (25) feet or less from the lot line, the driveway is permitted to be width of attached garage with no tapering required on private property. The apron shall then be a maximum of twenty-four (24) feet.

(b) Driveways must be located no closer than three (3) feet from the side and rear lot line. However, a residential driveway may be shared by adjacent lots and constructed on the lot line. This shared driveway location is only allowed if agreed to by the owners of each lot. This agreement will then be filed with the County Recorder for perpetual use.

(c) Residential driveways must be surfaced with Portland cement concrete, bituminous asphalt, brick or concrete pavers placed with gaps not exceeding one quarter inch and shall be graded and drained to prevent surface water accumulation. Paving with pervious or semi-pervious materials, such as permeable pavers, porous asphalt, and porous concrete is permitted, but must be able to withstand the impact of vehicular traffic. Gravel, wood chips, and other unfinished materials are prohibited.

(d) Vehicles parked on the premises of any parcel that is residentially zoned shall be located on a designated driveway that is installed and maintained in accordance Section 1133.16(c). Parking on front or side yards is prohibited.

(Ord. 2015-10. Passed 8-25-15.)

1133.16 IMPROVEMENT AND MAINTENANCE STANDARDS.

All required off-street parking and loading facilities including entrances, exits, maneuvering areas, stacking areas, and parking and loading spaces shall be in accordance with the following standards and specifications.

Parking Space Dimensions Full Sized Cars				
Angle of Parking (in degrees)	Minimum Width at Curb	Minimum Length from Curb	Minimum Drive Aisle Width (one- way)	Minimum Drive Aisle Width (two- way)
45	13 feet	19 feet	14 feet	18 feet
60	11 feet	20 feet	18 feet	18 feet
75	9 feet	19 feet	20 feet	20 feet
90	9 feet	19 feet	24 feet	24 feet

- (a) Stacking Space Dimensions. Each off-street stacking space for a drive-thru or drive-in facility shall have an area not less than 160 square feet (measuring eight (8) feet by twenty (20) feet) exclusive of access drives and parking aisles.
- (b) Circulation Lanes. The minimum width for a circulation lane shall be:
 - (1) Twenty-four (24) feet for 90 degrees or perpendicular parking;
 - (2) Eighteen (18) feet for 60 degrees parking one way aisles;
 - (3) Fourteen (14) feet for 45 degrees parking one way aisles.
- (c) Paving. All required spaces, together with driveways, aprons, other circulation aisles and access sidewalks, both public and private, shall be surfaced as follows:
 - (1) Parking lots and circulation lanes. Concrete not less than four (4) inches in thickness, or with bituminous surface not less than three (3)

inches in thickness, consisting of one and three fourths (1 ¾) inches of compacted #301 base course and one and one fourth (1 ¼) inches of compacted #404 surface course, over a six (6) inch compacted aggregate base. Surfaces in areas designated as accessible parking and/or accessible pedestrian paths shall meet all applicable federal and state standards.

- (2) Circulation lanes for parking lots. Concrete not less than six (6) inches in thickness, or with bituminous surface not less than four (4) inches in thickness, consisting of two and one half (2 ½) inches of compacted #301 base course and one and one half (1 ½) inches of compacted #404 surface course, over a six (6) inch compacted aggregate base. Paving with semi-pervious materials (e.g. permeable pavers, porous asphalt, porous concrete) that are able to withstand vehicular traffic or other heavy-impact uses are permitted in accordance with this section. Surfaces in areas designated as accessible parking and/or accessible pedestrian paths shall meet all applicable federal and state standards.
 - (3) Aprons. Concrete not less than six (6) inches in thickness for residential aprons and concrete not less than eight (8) inches in thickness for commercial aprons.
 - (4) Driveways. Concrete not less than four (4) inches in thickness, or with bituminous surface not less than four (4) inches thick consisting of two and one half (2 ½) inches of compacted #301 binder course and one and one half (1 ½) inches of compacted #404 surface course over a four (4) inch compacted aggregate base or paving with semi-pervious materials that are able to withstand vehicular traffic or other heavy-impact uses is permitted (e.g. permeable pavers, porous asphalt, porous concrete).
 - (5) Alternative paving materials. Semi-pervious materials, such as permeable pavers, porous asphalt, and porous concrete shall permit natural percolation of water and be installed and maintained in accordance with industry and manufacturer's standards and the following:
 - (A) The manufacturer's specifications are applicable to the subject property's particular soil type and slope (gradient) so that vehicles are supported without rutting and water percolation is achieved.
 - (B) Semi-pervious parking areas must allow storm water to percolate into the ground at a rate sufficient to accommodate the five-year, 24-hour storm event.
 - (C) The City may inspect the semi-pervious parking areas as needed. If maintenance is required, the owner may be required to submit to the City documentation of the removal of visible surface sediment accumulations, and/or test results of infiltration rate through the pervious concrete and sub-grade soils system.
 - (D) For non-residential uses, if only a portion of the parking area is designated for semi-pervious materials, the area designated for semi-pervious parking shall be located at the perimeter of the parking lot, and if possible, remote or furthest removed from the principal building.
 - (6) Sidewalks, both public and private. Concrete not less than four (4) inches in thickness, and four (4) feet in width on a two (2) inch stone base.
 - (d) Drainage. All required spaces, together with driveways and other circulation aisles, shall have adequate provision for underdrainage and for the disposal of storm water, so that water shall not flow onto adjoining property or adjacent sidewalks in a quantity or manner that would be detrimental thereto, or inconvenient to persons using the sidewalk.
 - (e) Curbs. A physical barrier in the way of a concrete curb, parking blocks, or asphalt rolled curb at least six (6) inches in height shall be installed and maintained along the permitted of a parking or loading area that abuts a landscaped area. Curb inlets must be placed in order to allow water flow into the landscaped areas permitted by proper site grading.
 - (f) Marking. The location of each parking space and the location and direction of movement along the driveways providing access thereto shall be indicated by painting upon the surface, by raised directional signs, or by markers or other similar measures placed in the surfacing.
 - (g) Screening. Screening and landscaping of parking areas shall be provided pursuant to the Chapter 1131 Landscape Requirements.
 - (h) Signs. Signs shall be provided in accordance with Chapter 1129 Signage Requirements.
 - (i) Lighting. Wherever a parking lot or garage is to be used during darkness, lighting shall be installed to provide an adequate standard of illumination over the entire parking lot and access or drive aisles within the parking area. All lights shall be shielded as to minimize glare will extend to adjacent property.
 - (j) Maintenance. A parking lot or garage shall be maintained in a manner to keep it as free as practicable from dust, paper and other loose particles, and snow and ice shall be promptly removed by the operator. All adjacent sidewalks shall be kept free from dirt, ice, sleet and snow and in a safe condition for use by pedestrians. All signs, markers or any other methods used to indicate direction of traffic movement and location of parking spaces shall be maintained in a neat and legible condition. Any walls, trees and shrubbery, as well as surfacing of the parking lot or garage, shall be maintained in good condition throughout its use for parking purposes. All exposed concrete walls shall be painted or finished.
- (Ord. 2015-10. Passed 8-25-15.)

1133.17 TRAILER PARKING.

- (a) Semitrailers, hitched and unhitched, shall only be parked in Industrial zoned districts. Short-term parking is permitted in commercial and mixed-use districts to conduct business activities specific to the site, but is limited to four (4) hours.
- (b) Semitrailers not in use shall not remain on any premises for more than seventy-six (76) hours after being loaded or unloaded.
- (c) Trailers and pole-trailers when being parked in residential districts are limited to being placed on a paved area of the allowable driveway as per section 1133.15 of this section.
- (d) Outdoor parking of any inoperable or unlicensed commercial tractor is prohibited.
- (e) For the purposes of this section, "commercial tractor", "pole trailer", "semitrailer" and "trailer" shall be defined in the same manner as set forth in Chapter 301, "Definitions" of the Traffic Code. (Ord. 2015-10. Passed 8-25-15.)

1133.18 EXCEPTIONS TO OFF-STREET PARKING REQUIREMENTS IN BUSINESS DISTRICTS.

- (a) In certain business districts, parking needs are predominantly met by the existence of significant amounts of on and off-street public parking and, in some areas, large private parking areas serving multiple uses. A large number of small parking lots would be disruptive in these areas, in which safe and pleasant conditions for pedestrians are important assets. On the commercial-district parcels described below, the following exceptions to the off-street parking requirements shall apply:
 - (1) Additional parking shall not be required in the event of a new use being added within the existing footprint of an existing multi-use building.
 - (2) New uses in existing buildings with net floor areas (NFA) expanded by 25% or more of the previously existing footprint shall be required to either provide the required number of off-street parking spaces specified for the use or request that the Planning

Commission grant a special exception from the off-street parking requirement for that particular use. In such case, the Planning Commission shall not allow for a parking reduction to exceed fifty (50%) of the required parking.

(b) Each Mixed Use District, as established in Chapter 1127 Mixed Use Districts, has specific off-street parking regulations due to the unique circumstances within each district. In the event that this chapter conflicts with the regulations set forth in Chapter 1127 Mixed Use Districts, the 1127 Mixed Use Districts chapter shall override Chapter 1133 Off-street Parking and Loading Regulations. (Ord. 2015-10. Passed 8-25-15.)

Appendix A - Buffer Yard Requirements											
	Existing Use										
Proposed Use	R-1 and R-1A Single Family Residential	R-2 One/Two Family Residential	R-3 Multi-Family Residential	MU - RFD	MU - CD	MU - GD	B-1 Neighborhood Business	B-2 Downtown Business	B-3 General Business	I-1 Light Industrial	I-2 General Industrial
R-1 and R-1A Single Family Residential	N/A	A	A	B	B	B	B	B	C	D	D
R-2 One/Two Family Residential	N/A	A	A	A	A	A	A	B	B	D	D
R-3 Multi-Family Residential	B	A	A	A	A	A	A	B	B	D	D
MU-RFD	A	A	A	n/a	A	n/a	n/a	A	B	C	D
MU - CD	B	A	A	n/a	Decided case-by-case basis	A	A	A	A	C	D
MU-GD	B	A	A	n/a	A	Decided case-by-case basis	A	A	B	C	D
B-1 Neighborhood Business	B	A	A	n/a	A	A	A	A	A	C	D
B-2 Downtown Business	B	B	B	A	A	B	A	A	A	C	D
B-3 General Business	C	B	B	B	A	B	A	A	A	C	D
I-1 Light Industrial	D	D	D	D	C	C	C	C	C	B	B
I-2 General Industrial	D	D	D	D	D	D	D	D	D	B	A

* This Standard does not apply to individual residences and duplexes.

* Planning Commission may require additional landscaping within any newly established single family or multi-family subdivisions.

* Planning Commission may require different standards for contiguous lots with different uses, but are linked by common design elements and an established system of sidewalks or other pedestrian amenities.

CHAPTER 1133

Off-Street Parking and Loading Regulations

- 1133.01 Purpose.
- 1133.02 Determination of required off-street parking spaces.
- 1133.03 Number of parking spaces required.
- 1133.04 Electric automobile charging stations.
- 1133.05 Off-street stacking spaces for drive-thru facilities.
- 1133.06 Required short-term bicycle parking spaces.
- 1133.07 Allowance for shared parking.
- 1133.08 Modification of minimum parking requirements.
- 1133.09 Parking maximums.
- 1133.10 Land banked for future parking.
- 1133.11 Location of required parking spaces.
- 1133.12 Off-street loading spaces required.
- 1133.13 Access drives in Commercial Districts.
- 1133.14 Non-residential joint use driveways and cross-access easements.
- 1133.15 Single-family and two-family residential driveways.
- 1133.16 Improvement and maintenance standards.
- 1133.17 Trailer parking.
- 1133.18 Exceptions to off-street parking requirements in Business District.

CROSS REFERENCES

Conformance with Performance Standards - see P. & Z. Chap. 1121.06
 Nonconformity - see P. & Z. Chap 1121.07
 Residence Districts - see P. & Z. Chap. 1123
 Non-residence Districts - see P. & Z. Chap. 1125
 Mixed-Use Districts - see P. & Z. Chap. 1127
 Signage Regulations - see P. & Z. Chap. 1129
 Landscape Requirements - see P. & Z. Chap. 1131

1133.01 PURPOSE.

Off-street parking regulations are established in order to promote the overall vitality of the community through achieving various objectives, including:

- (a) Promoting the general convenience, welfare and prosperity of existing and future developments;
- (b) Relieving congestion on City streets by promoting alternative modes of transportation, ensuring orderly movement of traffic, and increasing safety; and,
- (c) Providing adequate, but not excessive off-street parking to minimize the negative impacts that result from large expanses of paved parking areas.

(Ord. 2015-10. Passed 8-25-15.)

1133.02 DETERMINATION OF REQUIRED OFF-STREET PARKING SPACES.

Off-street parking shall be provided as a condition precedent to the occupancy or use of any building, structure or land, and at any time a commercial or business-related building or structure, or commercial or business-related use of land, is enlarged, expanded, increased in capacity or use, in conformance with the following provisions.

In computing the number of parking spaces required by this Ordinance, the following shall apply:

- (a) Where floor area is designated as the standard for determining parking space requirements, floor area shall be the sum of the net area of all the floors measured from the exterior faces of the building. Mechanical rooms, stairs, restrooms, cellars, unenclosed porches, attics not used for human occupancy are excluded from the count of total floor area.
- (b) Where seating capacity is the standard for determining parking space requirements, the capacity shall mean the number of seating units installed or indicated. When fixed seats are not indicated, the capacity shall be determined as being one (1) seat for each twenty (20) square feet of floor area of the assembly room.
- (c) Where employees are the standard for determining parking space requirements, employees shall mean the maximum number of employees on any two (2) successive shifts.
- (d) Fractional numbers shall be increased to the next whole number.
- (e) The parking spaces required for multiple uses shall be the sum of the parking required for each use considered separately.

(Ord. 2025-30. Passed 11-25-25.)

1133.03 NUMBER OF PARKING SPACES REQUIRED.

The required number of off-street parking spaces for each facility or use shall be determined by application of the standards noted in Schedule 1133.03. For a use not specified in Schedule 1133.03, the Planning Commission shall apply the standard for a specified use which the Commission determines to be most similar to the proposed use.

**Schedule 1133.03
REQUIRED OFF-STREET PARKING SPACES**

<u>Principal Building or Use</u>	<u>Minimum Spaces Required</u>
(a) <u>Residential Uses:</u>	

(1) Single-family dwellings	2 spaces for each dwelling unit. All new single-family development that occurs after the adoption of this chapter shall include at least a minimum of one (1) enclosed space.
(2) Two-family dwellings	2 spaces for each dwelling unit. All new two-family residential development that occurs after the adoption of this chapter shall include at least a minimum of one (1) enclosed space per dwelling unit.
(3) Townhouses	2 spaces for each dwelling unit.
(4) Apartments	2 spaces for each dwelling unit.
(5) Senior citizen apartments	1 space for each dwelling unit.
(6) Dormitories, sororities and fraternities	1 space for each 3 persons based on the maximum capacity.
(7) Nursing homes	1 space per 6 beds
(b) Office, Professional Service Uses:	
(1) Business, professional and administrative offices and services (excluding medical and dental)	1 space for each 400 sq. ft. of floor area.
(2) Medical, dental offices and clinics, including urgent care clinics	1 space for each 200 sq. ft. of floor area.
(3) Financial establishments	1 space for each 400 sq. ft. of floor area.
(4) Animal clinic, veterinary office	1 space for each 400 sq. ft. of floor area.
(5) Funeral homes, mortuaries	1 space for each 50 sq. ft. of floor area in parlors or visitation rooms.
(6) Hospitals	2 spaces per room.
(c) Retail/Service Uses:	
(1) Retail or business uses permitted in any B District unless specific standards given below	1 space for each 300 sq. ft. of floor area.
(2) Furniture and appliance; retail nursery garden supply, establishments	1 space for each 500 sq. ft. of floor area.
(3) Restaurants; bars; taverns; night clubs	1 space for each 150 sq. ft. floor area (25% of any outdoor unenclosed dining areas shall be included in the calculation)
(4) Hotels, motels and Bed and Breakfasts	1 space for each sleeping room or suite including that which is to be used as a permanent residence by the owners of the establishment.
(5) Shopping Center	1 space per 400 sq. ft. of leasable floor area.
(6) Transient Rental Property	The greater of two (2) off-street parking spaces or one (1) space for each four (4) permitted occupants, rounded up.
(d) Automotive Uses: (b)	
(1) Auto sales; new and used, auto, truck, boat sales, rental facilities	1 space for each 800 sq. ft. of floor area (indoor area only)
(2) Gasoline stations	.5 spaces per pump and 1 per 500 sq. ft. of accessory retail area.
(3) Car wash facilities	1 space per bay plus sufficient area for stacking spaces.
(4) Automobile service repair, and body work stations	2 spaces per bay
(e) Commercial Entertainment/Recreation Uses: (b)	
(1) Bowling alleys	Four (4) spaces per each lane. If there is additional space within the building used as a restaurant, bar, tavern, or night club, additional parking shall be included at a rate of 50% of that described in 1133.03(c)(3).
(2) Indoor movie theaters, auditorium and other public assembly places	1 space for every 4 seats for first 400 seats, then 1 space per 10 seats.
(3) Indoor or outdoor swimming pools, public or private	1 space per 200 sq. ft. of water area.
(4) Health, fitness, recreation club	1 space for every 200 sq. ft. of exercise area, including locker room, and equipment room.
(5) Wet-slipped boat dockage/storage	0.75 space for every boat space.
(f) General Commercial Uses: (b)	

(1) Printing, publishing, storage and warehousing of goods, wholesale establishments	1 space for each three (3) employees on a maximum shift or for each 3,000 sq. ft. of floor area, whichever is greater.
(2) Research and testing laboratories	1 space for each 400 sq. ft. of floor area.
(g) Educational Facilities:	
(1) Junior high schools, elementary schools and kindergartens	1 space for each 300 sq. ft. of office space, plus 2 spaces per classroom.
(2) High Schools	5 spaces per classroom.
(3) Colleges, universities	10 spaces per classroom.
(4) Child Day Care Centers, nursery schools and similar uses	Five (5) spaces, plus 1 space for every 5 program participants based on the facility's licensed capacity. Additionally, a minimum of 2 pick-up/drop-off spaces must be provided.
(h) Community Facilities:	
(1) Places of worship	1 space for every 8 seats.
(2) Community Center, library, museum or similar public building	1 space for every 6 seats or for each 300 sq. ft. of floor area, whichever is greater.

(Ord. 2015-10. Passed 8-25-15; Ord. 2021-9. Passed 3-23-21.)

1133.04 ELECTRIC AUTOMOBILE CHARGING STATIONS.

Parking spaces within parking lots or structures may be installed with electric automobile charging stations, including models that charge by solar energy. Such spaces must be accessible to the public and clearly designated as charging stations. Such spaces count toward parking requirements. (Ord. 2015-10. Passed 8-25-15.)

1133.05 OFF-STREET STACKING SPACES FOR DRIVE-THRU FACILITIES.

Establishments which by their nature create lines of customers stacking to be served within automobiles shall provide off-street stacking areas, on the same lot as the use, in addition to the required number of parking spaces specified in Schedule 1133.03, in accordance with the following requirements:

- (a) Commercial establishments such as banks, drive-thru restaurants, automatic car wash facilities and other similar facilities with service windows or other interaction points shall provide sufficient space for the stacking of vehicles. There shall be a minimum of four (4) stacking spaces per facility. There shall not be less than two (2) spaces per window or interaction point when there are two (2) or more windows or points of interaction. Interaction points typically include service windows, menu boards, and communication systems.
- (b) Self-serve car wash facilities shall provide no fewer than two (2) stacking spaces per stall.
- (c) Gasoline stations shall provide no fewer than one (1) stacking spaces per accessible side of a gasoline pump island.
- (d) In any case, there shall not be within the public right of way any portion of a drive-thru lane, or vehicles stacking for service at such drive-in or drive-thru facilities.
- (e) Such spaces shall be designed so as not to impede pedestrian or vehicular traffic circulation on the site, or on any abutting streets or parcels.
- (f) An escape lane shall be included within a drive-thru facility or circulation aisle to provide access around the drive-thru facility. All escape lanes shall measure a minimum of eight (8) feet in width.

(Ord. 2015-10. Passed 8-25-15.)

1133.06 REQUIRED SHORT-TERM BICYCLE PARKING SPACES.

Short-term bicycle parking spaces, which are areas where bicycles can be left for short stops and require a high-degree of convenience, must be provided by each use within a Mixed Use or green/recreational space as delineated by the City of Huron Land Use Map. Unless stated otherwise within Chapter 1127 Mixed-Use District, temporary bicycle parking shall be provided in accordance with the following:

- (a) In all cases where short-term bicycle parking is required, a minimum of four (4) spaces shall be provided.
- (b) Any property or use that is exempt from providing off-street parking is still required to provide short-term bicycle parking in accordance with this section and/or Chapter 1127 Mixed-Use District.
- (c) Bicyclists must not be required to travel over stairs or other obstacles to access bicycle parking spaces.
- (d) If the required bicycle parking spaces are located on private property, they must be located on the same lot as the use. When the bicycle parking spaces will be on public property, they must be within fifty (50) feet of the principal entrance and at the same grade as the sidewalk or an accessible route. The property owner may make application to the City for suitable arrangements to place bicycle parking spaces in the public right-of-way. Bicycle parking infrastructure is only permitted to be placed within the right-of-way upon approval of the city.
- (e) The bicycle parking area must be convenient to building entrances and street access, but shall not interfere with normal pedestrian and vehicle traffic. For passive security purposes, the bike parking shall be well-lit and clearly visible to building occupants or clearly visible from the street.
- (f) Bicycle parking facilities must provide lockable racks, or similar structures, where the bicycle may be locked by the user. Racks must support the bicycle in a stable upright position. Structures that require a user-supplied locking device must be designed to easily allow a high-security U-shaped lock to secure the bike frame and one wheel while both wheels are still on the frame's brackets. All racks must be securely anchored to the ground or a structure to prevent the racks from being removed from the location.
- (g) Shared bicycle parking facilities may be provided by multiple uses granted access is easily accommodated, agreements / easements are documented and the combined number of spaces meets the requirements of this section and all other applicable sections. (Ord. 2015-

10. Passed 8-25-15.)

1133.07 ALLOWANCE FOR SHARED PARKING.

Institutions, theaters and similar uses may make arrangements with banks, offices, retail stores and similar uses that are not normally open, used or operated during the same hours to share parking facilities and shall be subject to the following provisions:

- (a) Not more than fifty percent (50%) of the required parking spaces shall be shared.
- (b) Off-street parking spaces for separate uses may be provided collectively if the aggregate number of spaces provided is not less than the sum of the spaces required in Schedule 1133.03: Collective Parking Calculation. Schedule 1133.07(b) is applied in the following manner:
 - (1) The required number of spaces for each use is calculated according to Schedule 1133.03.
 - (2) The required number of spaces for each use is then applied to the percentages for each time, according to the appropriate land use category in Schedule 1133.07(b) to determine the number of required spaces. This is done for each time category.
 - (3) The numbers are summed for all land uses within each timeframe and the highest sum total in a timeframe is the required number of spaces.

SCHEDULE 1133.07(b): COLLECTIVE PARKING CALCULATION						
LAND USE	Weekday			Weekend		
	Mid-7am	7am - 6pm	6pm-Mid	Mid-7am	7am - 6pm	6pm - Mid
Residential	100%	55%	85%	100%	65%	75%
Commercial	0%	100%	80%	0%	70%	60%
Restaurant	50%	30%	70%	5%	70%	100%
Hotel/Motel	100%	65%	90%	100%	65%	80%
Movie Theater	0%	10%	70%	5%	70%	100%
Office	5%	100%	5%	0%	10%	10%
Industrial	5%	80%	5%	0%	10%	10%

- (c) In any case where the required parking spaces are collectively or jointly provided and used, a written agreement thereby assuring their retention for such purposes shall be properly drawn and executed by the parties concerned, approved as to form by the City Law Director, and filed with the application for a zoning approval.

(Ord. 2015-10. Passed 8-25-15.)

1133.08 MODIFICATION OF MINIMUM PARKING REQUIREMENTS.

Whenever the parking requirements based on functions and uses, and application of the standards specified in Schedule 1133.03 can be shown by the applicant or studies of parking demand for the use will result in an excessive number of parking spaces for the use and that a lesser number of spaces is appropriate and consistent with these regulations, the Planning Commission may approve a reduction in required spaces.

(Ord. 2015-10. Passed 8-25-15.)

1133.09 PARKING MAXIMUMS.

The following vehicle parking space maximums are applicable to all surface parking lots for multi-family, non-residential, and mixed-use developments within the City of Huron:

- (a) Surface parking areas may not exceed one-hundred and twenty-five percent (125%) of the required minimum number of vehicle parking spaces per the regulations set forth in section 1133.03 of this ordinance.
- (b) Existing surface parking areas that exceed the parking maximums must come into conformance with the maximum number of parking spaces when the following occurs:
 - (1) A new principal building is constructed on the site.
 - (2) An addition is made to an existing principal structure that would modify the parking calculation.
 - (3) Over fifty (50%) of the total area of an existing parking lot is reconfigured.
- (c) When surface parking areas exceed the number of spaces permitted by this section and are required to come into conformance, the excess spaces must be converted into any combination of the following:
 - A. General landscaping as permitted by Chapter 1131 Landscape Requirements
 - B. Temporary bicycle parking spaces.
- (d) The Planning Commission may grant the ability to exceed the maximum parking requirement set forth in this section in the event that the applicant or property owner can show that industry standards or elements specific to the development result in the need to allow for additional parking spaces, and that the provision of additional parking will not be detrimental to the general welfare, safety, infrastructure, traffic congestion, or public interest of the community.

(Ord. 2017-9. Passed 4-25-17)

1133.10 LAND BANKED FOR FUTURE PARKING.

Land banking land within the development site allows for designating a portion of land on a site that would be required for parking to be held and preserved as landscape, rather than constructed as parking. The Planning Commission may permit land banking of up to thirty percent (30%) of the required parking spaces, subject to the following:

- (a) Evidence is provided by the applicant that supports the reduced parking needs.
- (b) The area proposed for land banking of parking spaces must be an area suitable for parking at a future time.
- (c) Landscaping of the land banked area must be in full compliance with Chapter 1131 Landscape Requirements and, at a minimum, landscaped with turf or live groundcover.
- (d) The land banked area cannot be used for any other use and must be part of the same zoning lot and all under the same ownership.
- (e) As part of the site plan review process, the applicant must show the area to be banked on the site plan and marked as "Land Banked Future Parking".
- (f) The Planning Commission, on the basis of increased parking demand for the use, may require the conversion of all or part of the land banked

area to off-street parking spaces. (Ord. 2015-10. Passed 8-25-15.)

1133.11 LOCATION OF REQUIRED PARKING SPACES.

In addition to specific requirements contained in each district regulation, the location of off-street parking facilities shall further be regulated according to the following provisions:

- (a) The parking spaces required for residential buildings in a residential district shall be located on the same lot with the building or use served.
- (b) The parking spaces required for any other building or use in a residential district and any use in a commercial district may be located on another properly zoned lot within 300 feet of the principal entrance and two (2) or more owners of buildings may join together in providing the required parking spaces. When the required parking spaces are not located on the same lot with the building or use served, the usage of the lot or tract upon which the parking spaces are provided shall be restricted by an instrument recorded describing the premises for which the parking is provided and assuring the retention of such parking so long as required by this Zoning Code.
- (c) No parking of a motor vehicle shall be permitted on any portion of a lot designated as an accessory structure such as a patio, porch or deck. (Ord. 2015-10. Passed 8-25-15.)

1133.12 OFF-STREET LOADING SPACES REQUIRED.

Off-street loading spaces shall be provided and maintained on the same zoning lot with the building as necessary to meet the needs of the principal use. The location of off-street loading spaces shall be regulated according to the following:

- (a) Streets, sidewalks, alleys or other public rights of way or other public property shall not be used for loading purposes nor shall vehicles be parked on such areas during loading and unloading.
- (b) No part of any required yard, off-street parking area, or access drive thereto, shall be used for loading or unloading purposes.
- (c) Off-Street Loading Space. In any district, in connection with any building or part thereof, hereafter erected or altered which is to be occupied by manufacturing, stores, warehouses, goods display, retail commercial, wholesale commercial, market, hotel, hospital, mortuary, laundry, dry cleaning or other uses requiring the receipt or distribution by truck of materials or merchandise, there shall be provided and maintained, on the same lot with such buildings, off-street loading space in accordance with the following schedule:

Net Floor Area of Building (Sq. Ft.)	Total Number of Off-Street Loading Spaces
Less than 10,000	0
Over 10,000 to 20,000	1
Over 20,000 to 40,000	2
Over 40,000 to 60,000	3
Over 60,000 to 80,000	4
Over 80,000 to 100,000	5

- (d) When the floor area of the building exceeds 100,000 square feet, the number of off-street loading spaces shall be determined by the Planning Commission.
- (e) Each loading space shall be not less than ten feet in width, twenty-five feet in length and fourteen feet in height.
- (f) Such loading space may occupy all or any part of any required yard, provided, no space shall be closer than fifty feet to any other lot located in any R District, unless wholly within a completely enclosed building or unless enclosed on all sides by an acceptable fence or wall or other enclosure maintained in good condition, not less than six feet in height. (Ord. 2015-10. Passed 8-25-15.)

1133.13 ACCESS DRIVES IN COMMERCIAL DISTRICTS.

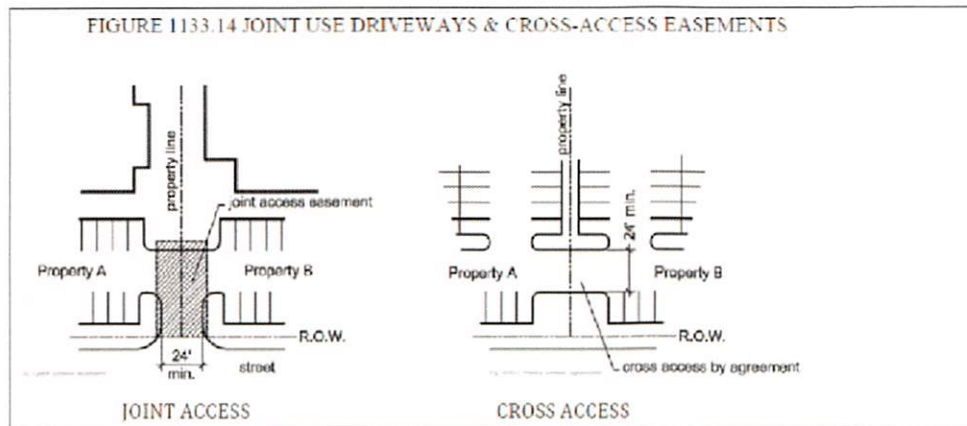
In all Business Districts and Industrial Districts, there shall be adequate provision for ingress and egress to all parking and loading spaces from public streets and ways. Access drives shall be provided as follows:

- (a) Each development shall be permitted one (1) entrance and one (1) exit at the lot frontage. In the case of a corner lot, Planning Commission may grant an additional access lane if doing so will make the flow of vehicular and pedestrian traffic safer and more efficient.
- (b) One (1) additional entrance and exit drive may be permitted for every additional two hundred and fifty (250) feet of street frontage, or fraction thereof, above the district minimum. Planning Commission may grant one (1) additional entrance and exit drive if it is deemed imperative to efficient and safe operations for the use on within the development.
- (c) The width of an access drive measured at the front lot line shall not be more than fifteen (15) feet per lane, with a maximum of one (1) entrance lane and two (2) exit lanes. When using a two (2) lane system, the total width shall not exceed thirty (30) feet at the property line. When using a three (3) lane system, the total width shall not exceed forty-five feet (45) at the front property line.
- (d) An access point from a public street or way shall be located no closer than twenty (20) feet to a residential district and the resulting adjacent open area shall be properly landscaped and maintained in accordance with the standards in Chapter 1131 Landscape Requirements. Access lanes for all commercial and industrial uses shall not exist within property zoned residential.
- (e) An access drive shall be located no closer than fifty (50) feet to an intersection, unless specific circumstances on the parcel make such placement necessary. Access drives adjacent to intersections are subject to approval by the Planning Commission.
- (f) Landscaped medians may be installed to separate lanes of incoming and outgoing traffic and shall not be used in calculation of total width. Landscaped medians shall be landscaped in accordance with parking lot island regulations as set forth in Chapter 1131 Landscape Requirements and shall be installed in a manner as to protect safe and efficient flow of pedestrian and vehicular traffic. Signage may be included within this area, but shall be placed as to not adversely affect safe passage of traffic or site line visibility. (Ord. 2015-10. Passed 8-25-15.)

1133.14 NON-RESIDENTIAL JOINT USE DRIVEWAYS AND CROSS-ACCESS EASEMENTS.

Adjacent non-residential uses that possess dedicated parking areas are encouraged to provide joint use driveways and cross-access easements to

allow circulation between sites (See Figure 1133.14: Joint Use Driveways and Cross-Access Easements). If the site intends to make use of a joint-use drive or cross access easement, the following regulations must be followed:



- (a) Property owners are required to arrange agreements with neighboring property owners prior to submittal of required permits and approvals. If joint use driveways and cross-access easements will be provided, the property owner must provide an executed agreement between the adjacent property owners.
 - (b) Joint use driveways and cross-access easements must incorporate the following:
 - (1) A travel aisle and driveway width of twenty-four (24) feet to ensure two-way travel aisles to accommodate automobiles, service vehicles and loading vehicles.
 - (2) Bump-outs and other design features to make it visually obvious that the abutting properties are tied together.
 - (3) A unified access and circulation plan for shared parking areas.
 - (c) Pursuant to this section, property owners who establish cross-access easements must record an easement allowing cross-access to and from properties served by the joint use driveways and cross-access easement.
- (Ord. 2015-10. Passed 8-25-15.)

1133.15 SINGLE-FAMILY AND TWO-FAMILY RESIDENTIAL DRIVEWAYS.

- (a) For single-family and two-family dwellings, residential driveways that provide access to a garage are limited in width dependent upon the designated motor vehicle capacity of the garage in factors of twelve (12) feet per space within the garage. In the event that a driveway exceeds twenty-four (24) feet in width, the driveway is permitted to extend for a distance of twenty (20) feet from the garage doors before tapering back to the maximum driveway width of twenty-four (24) feet. For driveways extended from attached garages located twenty-five (25) feet or less from the lot line, the driveway is permitted to be width of attached garage with no tapering required on private property. The apron shall then be a maximum of twenty-four (24) feet.
 - (b) Driveways must be located no closer than three (3) feet from the side and rear lot line. However, a residential driveway may be shared by adjacent lots and constructed on the lot line. This shared driveway location is only allowed if agreed to by the owners of each lot. This agreement will then be filed with the County Recorder for perpetual use.
 - (c) Residential driveways must be surfaced with Portland cement concrete, bituminous asphalt, brick or concrete pavers placed with gaps not exceeding one quarter inch and shall be graded and drained to prevent surface water accumulation. Paving with pervious or semi-pervious materials, such as permeable pavers, porous asphalt, and porous concrete is permitted, but must be able to withstand the impact of vehicular traffic. Gravel, wood chips, and other unfinished materials are prohibited.
 - (d) Vehicles parked on the premises of any parcel that is residentially zoned shall be located on a designated driveway that is installed and maintained in accordance Section 1133.16(c). Parking on front or side yards is prohibited.
- (Ord. 2015-10. Passed 8-25-15.)

1133.16 IMPROVEMENT AND MAINTENANCE STANDARDS.

All **required** off-street parking and loading facilities including entrances, exits, maneuvering areas, stacking areas, **public and private and parking areas, including a commercial parking lot** and loading spaces shall be in accordance with the following standards and specifications.

Parking Space Dimensions Full Sized Cars				
Angle of Parking (in degrees)	Minimum Width at Curb	Minimum Length from Curb	Minimum Drive Aisle Width (one- way)	Minimum Drive Aisle Width (two- way)
45	13 feet	19 feet	14 feet	18 feet
60	11 feet	20 feet	18 feet	18 feet
75	9 feet	19 feet	20 feet	20 feet
90	9 feet	19 feet	24 feet	24 feet

- (a) **Stacking Space Dimensions.** Each off-street stacking space for a drive-thru or drive-in facility shall have an area not less than 160 square feet (measuring eight (8) feet by twenty (20) feet) exclusive of access drives and parking aisles.
- (b) **Circulation Lanes.** The minimum width for a circulation lane shall be:
 - (1) Twenty-four (24) feet for 90 degrees or perpendicular parking;
 - (2) Eighteen (18) feet for 60 degrees parking one way aisles;
 - (3) Fourteen (14) feet for 45 degrees parking one way aisles.
- (c) **Paving.** All **required** spaces, together with driveways, aprons, other circulation aisles and access sidewalks, both public and private, shall be surfaced as follows:
 - (1) **Parking lots and circulation lanes.** Concrete not less than four (4) inches in thickness, or with bituminous surface not less than three (3)

inches in thickness, consisting of one and three fourths (1 ¾) inches of compacted #301 base course and one and one fourth (1 ¼) inches of compacted #404 surface course, over a six (6) inch compacted aggregate base. Surfaces in areas designated as accessible parking and/or accessible pedestrian paths shall meet all applicable federal and state standards.

- (2) Circulation lanes for parking lots. Concrete not less than six (6) inches in thickness, or with bituminous surface not less than four (4) inches in thickness, consisting of two and one half (2 ½) inches of compacted #301 base course and one and one half (1 ½) inches of compacted #404 surface course, over a six (6) inch compacted aggregate base. Paving with semi-pervious materials (e.g. permeable pavers, porous asphalt, porous concrete) that are able to withstand vehicular traffic or other heavy-impact uses are permitted in accordance with this section. Surfaces in areas designated as accessible parking and/or accessible pedestrian paths shall meet all applicable federal and state standards.
 - (3) Aprons. Concrete not less than six (6) inches in thickness for residential aprons and concrete not less than eight (8) inches in thickness for commercial aprons.
 - (4) Driveways. Concrete not less than four (4) inches in thickness, or with bituminous surface not less than four (4) inches thick consisting of two and one half (2 ½) inches of compacted #301 binder course and one and one half (1 ½) inches of compacted #404 surface course over a four (4) inch compacted aggregate base or paving with semi-pervious materials that are able to withstand vehicular traffic or other heavy-impact uses is permitted (e.g. permeable pavers, porous asphalt, porous concrete).
 - (5) Alternative paving materials. Semi-pervious materials, such as permeable pavers, porous asphalt, and porous concrete shall permit natural percolation of water and be installed and maintained in accordance with industry and manufacturer's standards and the following:
 - (A) The manufacturer's specifications are applicable to the subject property's particular soil type and slope (gradient) so that vehicles are supported without rutting and water percolation is achieved.
 - (B) Semi-pervious parking areas must allow storm water to percolate into the ground at a rate sufficient to accommodate the five-year, 24-hour storm event.
 - (C) The City may inspect the semi-pervious parking areas as needed. If maintenance is required, the owner may be required to submit to the City documentation of the removal of visible surface sediment accumulations, and/or test results of infiltration rate through the pervious concrete and sub-grade soils system.
 - (D) For non-residential uses, if only a portion of the parking area is designated for semi-pervious materials, the area designated for semi-pervious parking shall be located at the perimeter of the parking lot, and if possible, remote or furthest removed from the principal building.
 - (6) Sidewalks, both public and private. Concrete not less than four (4) inches in thickness, and four (4) feet in width on a two (2) inch stone base.
 - (d) Drainage. All ~~required~~ spaces, together with driveways and other circulation aisles, shall have adequate provision for underdrainage and for the disposal of storm water, so that water shall not flow onto adjoining property or adjacent sidewalks in a quantity or manner that would be detrimental thereto, or inconvenient to persons using the sidewalk.
 - (e) Curbs. A physical barrier in the way of a concrete curb, parking blocks, or asphalt rolled curb at least six (6) inches in height shall be installed and maintained along the perimeter of a parking or loading area that abuts a landscaped area. Curb inlets must be placed in order to allow water flow into the landscaped areas permitted by proper site grading.
 - (f) Marking. The location of each parking space and the location and direction of movement along the driveways providing access thereto shall be indicated by painting upon the surface, by raised directional signs, or by markers or other similar measures placed in the surfacing.
 - (g) Screening. Screening and landscaping of parking areas shall be provided pursuant to the Chapter 1131 Landscape Requirements.
 - (h) Signs. Signs shall be provided in accordance with Chapter 1129 Signage Requirements.
 - (i) Lighting. Wherever a parking lot or garage is to be used during darkness, lighting shall be installed to provide an adequate standard of illumination over the entire parking lot and access or drive aisles within the parking area. All lights shall be shielded as to minimize glare will extend to adjacent property.
 - (j) Maintenance. A parking lot or garage shall be maintained in a manner to keep it as free as practicable from dust, paper and other loose particles, and snow and ice shall be promptly removed by the operator. All adjacent sidewalks shall be kept free from dirt, ice, sleet and snow and in a safe condition for use by pedestrians. All signs, markers or any other methods used to indicate direction of traffic movement and location of parking spaces shall be maintained in a neat and legible condition. Any walls, trees and shrubbery, as well as surfacing of the parking lot or garage, shall be maintained in good condition throughout its use for parking purposes. All exposed concrete walls shall be painted or finished.
- (Ord. 2015-10. Passed 8-25-15.)

1133.17 TRAILER PARKING.

- (a) Semitrailers, hitched and unhitched, shall only be parked in Industrial zoned districts. Short-term parking is permitted in commercial and mixed-use districts to conduct business activities specific to the site, but is limited to four (4) hours.
- (b) Semitrailers not in use shall not remain on any premises for more than seventy-six (76) hours after being loaded or unloaded.
- (c) Trailers and pole-trailers when being parked in residential districts are limited to being placed on a paved area of the allowable driveway as per section 1133.15 of this section.
- (d) Outdoor parking of any inoperable or unlicensed commercial tractor is prohibited.
- (e) For the purposes of this section, "commercial tractor", "pole trailer", "semitrailer" and "trailer" shall be defined in the same manner as set forth in Chapter 301, "Definitions" of the Traffic Code. (Ord. 2015-10. Passed 8-25-15.)

1133.18 EXCEPTIONS TO OFF-STREET PARKING REQUIREMENTS IN BUSINESS DISTRICTS.

- (a) In certain business districts, parking needs are predominantly met by the existence of significant amounts of on and off-street public parking and, in some areas, large private parking areas serving multiple uses. A large number of small parking lots would be disruptive in these areas, in which safe and pleasant conditions for pedestrians are important assets. On the commercial-district parcels described below, the following exceptions to the off-street parking requirements shall apply:
 - (1) Additional parking shall not be required in the event of a new use being added within the existing footprint of an existing multi-use building.
 - (2) New uses in existing buildings with net floor areas (NFA) expanded by 25% or more of the previously existing footprint shall be required to either provide the required number of off-street parking spaces specified for the use or request that the Planning

Commission grant a special exception from the off-street parking requirement for that particular use. In such case, the Planning Commission shall not allow for a parking reduction to exceed fifty (50%) of the required parking.

(b) Each Mixed Use District, as established in Chapter 1127 Mixed Use Districts, has specific off-street parking regulations due to the unique circumstances within each district. In the event that this chapter conflicts with the regulations set forth in Chapter 1127 Mixed Use Districts, the 1127 Mixed Use Districts chapter shall override Chapter 1133 Off-street Parking and Loading Regulations. (Ord. 2015-10. Passed 8-25-15.)

Appendix A—Buffer Yard Requirements											
Proposed Use	Existing Use										
	R-1 and R-1A Single-Family-Residential	R-2 One/Two-Family-Residential	R-3 Multi-Family-Residential	MU-RFD	MU-CD	MU-GD	B-1 Neighborhood-Business	B-2 Downtown-Business	B-3 General-Business	I-1 Light-Industrial	I-2 General-Industrial
R-1 and R-1A Single Family-Residential	N/A	A	A	B	B	B	B	B	C	D	D
R-2 One/Two Family-Residential	N/A	A	A	A	A	A	A	B	B	D	D
R-3 Multi-Family-Residential	B	A	A	A	A	A	A	B	B	D	D
MU-RFD	A	A	A	n/a	A	n/a	n/a	A	B	C	D
MU-CD	B	A	A	n/a	Decided case-by-case-basis	A	A	A	A	C	D
MU-GD	B	A	A	n/a	A	Decided case-by-case-basis	A	A	B	C	D
B-1 Neighborhood Business	B	A	A	n/a	A	A	A	A	A	C	D
B-2 Downtown Business	B	B	B	A	A	B	A	A	A	C	D
B-3 General Business	C	B	B	B	A	B	A	A	A	C	D
I-1 Light Industrial	D	D	D	D	C	C	C	C	C	B	B
I-2 General Industrial	D	D	D	D	D	D	D	D	D	B	A

* This Standard does not apply to individual residences and duplexes.

* Planning Commission may require additional landscaping within any newly established single family or multi-family subdivisions.

* Planning Commission may require different standards for contiguous lots with different uses, but are linked by common design elements and an established system of sidewalks or other pedestrian amenities.

ORDINANCE NO. 2026-28

Introduced by Sam Artino

AN ORDINANCE AMENDING AND RESTATING SECTION 1133.16 (IMPROVEMENT AND MAINTENANCE STANDARDS) UNDER CHAPTER 1133 (OFF-STREET PARKING AND LOADING REGULATIONS) OF THE CITY OF HURON CODIFIED ORDINANCES; AND FURTHER AMENDING CHAPTER 1133 (OFF-STREET PARKING AND LOADING REGULATIONS) OF THE CITY OF HURON CODIFIED ORDINANCES TO DELTEE APPENDIX A (BUFFER YARD REQUIREMENTS) IN ITS ENTIRETY.

WHEREAS, this Council hereby determines the changes and amendments set forth within this Ordinance are in the best interest of the City of Huron and its citizens.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF HURON, OHIO:

Section 1. That Section 1133.16 (Improvement and Maintenance Standards) under Chapter 1133 (Off-Street Parking and Loading Regulations) of the Codified Ordinances of the City of Huron, Ohio, which currently reads (see Exhibit “A” attached hereto and made a part hereof), shall be and hereby is, amended and restated to read as follows (see Exhibit “B” attached hereto and made a part hereof).

Section 2. That a new amended and restated Section 133.16 (Improvement and Maintenance Standards) under Chapter 1133 (Off-Street Parking and Loading Regulations) of the Codified Ordinances of the City of Huron shall be, and hereby is, adopted and thereafter shall be in full force and effect.

Section 3. That Appendix A (Buffer Yard Requirements) erroneously included at the end of Chapter 1133 (Off-Street Parking and Loading Regulations) of the Codified Ordinances of the City of Huron, Ohio, which currently reads as follows,

Appendix A - Buffer Yard Requirements											
Proposed Use	Existing Use										
	R-1 and R-1A Single Family Residential	R-2 One/Two Family Residential	R-3 Multi-Family Residential	MU - RFD	MU - CD	MU - GD	B-1 Neighborhood Business	B-2 Downtown Business	B-3 General Business	I-1 Light Industrial	I-2 General Industrial
R-1 and R-1A Single Family Residential	N/A	A	A	B	B	B	B	B	C	D	D
R-2 One/Two Family Residential	N/A	A	A	A	A	A	A	B	B	D	D
R-3 Multi-Family Residential	B	A	A	A	A	A	A	B	B	D	D
MU-RFD	A	A	A	n/a	A	n/a	n/a	A	B	C	D
MU - CD	B	A	A	n/a	Decided case-by-case basis	A	A	A	A	C	D
MU-GD	B	A	A	n/a	A	Decided case-by-case basis	A	A	B	C	D
B-1 Neighborhood Business	B	A	A	n/a	A	A	A	A	A	C	D
B-2 Downtown Business	B	B	B	A	A	B	A	A	A	C	D
B-3 General Business	C	B	B	B	A	B	A	A	A	C	D
I-1 Light Industrial	D	D	D	D	C	C	C	C	C	B	B
I-2 General Industrial	D	D	D	D	D	D	D	D	D	B	A

is hereby deleted in its entirety.

Section 4. That it is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Ordinance were adopted in an open meeting of this Council

and that all deliberations of this Council and any of its committees that resulted in such formal action were in meetings open to the public in compliance with all legal requirements, including O.R.C. §121.22.

Section 3. In accordance with Section 3.06 of the Charter of the City of Huron, Ohio, this Ordinance shall take effect thirty (30) days following its adoption.

Monty Tapp, Mayor

ATTEST:

Clerk of Council

ADOPTED:

1133.16 IMPROVEMENT AND MAINTENANCE STANDARDS.

All required off-street parking and loading facilities including entrances, exits, maneuvering areas, stacking areas, and parking and loading spaces shall be in accordance with the following standards and specifications.

Parking Space Dimensions Full Sized Cars				
Angle of Parking (in degrees)	Minimum Width at Curb	Minimum Length from Curb	Minimum Drive Aisle Width (one- way)	Minimum Drive Aisle Width (two- way)
45	13 feet	19 feet	14 feet	18 feet
60	11 feet	20 feet	18 feet	18 feet
75	9 feet	19 feet	20 feet	20 feet
90	9 feet	19 feet	24 feet	24 feet

- (a) Stacking Space Dimensions. Each off-street stacking space for a drive-thru or drive-in facility shall have an area not less than 160 square feet (measuring eight (8) feet by twenty (20) feet) exclusive of access drives and parking aisles.
- (b) Circulation Lanes. The minimum width for a circulation lane shall be:
- (1) Twenty-four (24) feet for 90 degrees or perpendicular parking;
 - (2) Eighteen (18) feet for 60 degrees parking one way aisles;
 - (3) Fourteen (14) feet for 45 degrees parking one way aisles.
- (c) Paving. All required spaces, together with driveways, aprons, other circulation aisles and access sidewalks, both public and private, shall be surfaced as follows:
- (1) Parking lots and circulation lanes. Concrete not less than four (4) inches in thickness, or with bituminous surface not less than three (3) inches in thickness, consisting of one and three fourths ($1\frac{3}{4}$) inches of compacted #301 base course and one and one fourth ($1\frac{1}{4}$) inches of compacted #404 surface course, over a six (6) inch compacted aggregate base. Surfaces in areas designated as accessible parking and/or accessible pedestrian paths shall meet all applicable federal and state standards.
 - (2) Circulation lanes for parking lots. Concrete not less than six (6) inches in thickness, or with bituminous surface not less than four (4) inches in thickness, consisting of two and one half ($2\frac{1}{2}$) inches of compacted #301 base course and one and one half ($1\frac{1}{2}$) inches of compacted #404 surface course, over a six (6) inch compacted aggregate base. Paving with semi-pervious materials (e.g. permeable pavers, porous asphalt, porous concrete) that are able to withstand vehicular traffic or other heavy-impact uses are permitted in accordance with this section. Surfaces in areas designated as accessible parking and/or accessible pedestrian paths shall meet all applicable federal and state standards.
 - (3) Aprons. Concrete not less than six (6) inches in thickness for residential aprons and concrete not less than eight (8) inches in thickness for commercial aprons.
 - (4) Driveways. Concrete not less than four (4) inches in thickness, or with bituminous surface not less than four (4) inches thick consisting of two and one half ($2\frac{1}{2}$) inches of compacted #301 binder course and one and one half ($1\frac{1}{2}$) inches of compacted #404 surface course over a four (4) inch compacted aggregate base or paving with semi-pervious materials that are able to withstand vehicular traffic or other heavy-impact uses is permitted (e.g. permeable pavers, porous asphalt, porous concrete).
 - (5) Alternative paving materials. Semi-pervious materials, such as permeable pavers, porous asphalt, and porous concrete shall permit natural percolation of water and be installed and maintained in accordance with industry and manufacturer's standards and the following:
 - (A) The manufacturer's specifications are applicable to the subject property's particular soil type and slope (gradient) so that vehicles are supported without rutting and water percolation is achieved.
 - (B) Semi-pervious parking areas must allow storm water to percolate into the ground at a rate sufficient to accommodate the five-year, 24-hour storm event.
 - (C) The City may inspect the semi-pervious parking areas as needed. If maintenance is required, the owner may be required to submit to the City documentation of the removal of visible surface sediment accumulations, and/or test results of infiltration rate through the pervious concrete and sub-grade soils system.
 - (D) For non-residential uses, if only a portion of the parking area is designated for semi-pervious materials, the area designated for semi-pervious parking shall be located at the perimeter of the parking lot, and if possible, remote or furthest removed from the principal building.
 - (6) Sidewalks, both public and private. Concrete not less than four (4) inches in thickness, and four (4) feet in width on a two (2) inch stone base.
 - (d) Drainage. All required spaces, together with driveways and other circulation aisles, shall have adequate provision for underdrainage and for the disposal of storm water, so that water shall not flow onto adjoining property or adjacent sidewalks in a quantity or manner that would be detrimental thereto, or inconvenient to persons using the sidewalk.
 - (e) Curbs. A physical barrier in the way of a concrete curb, parking blocks, or asphalt rolled curb at least six (6) inches in height shall be installed and maintained along the permitted of a parking or loading area that abuts a landscaped area. Curb inlets must be placed in order to allow water flow into the landscaped areas permitted by proper site grading.
 - (f) Marking. The location of each parking space and the location and direction of movement along the driveways providing access thereto shall be indicated by painting upon the surface, by raised directional signs, or by markers or other similar measures placed in the surfacing.
 - (g) Screening. Screening and landscaping of parking areas shall be provided pursuant to the Chapter 1131 Landscape Requirements.
 - (h) Signs. Signs shall be provided in accordance with Chapter 1129 Signage Requirements.
 - (i) Lighting. Wherever a parking lot or garage is to be used during darkness, lighting shall be installed to provide an adequate standard of illumination over the entire parking lot and access or drive aisles within the parking area. All lights shall be shielded as

to minimize glare will extend to adjacent property.

- (j) Maintenance. A parking lot or garage shall be maintained in a manner to keep it as free as practicable from dust, paper and other loose particles, and snow and ice shall be promptly removed by the operator. All adjacent sidewalks shall be kept free from dirt, ice, sleet and snow and in a safe condition for use by pedestrians. All signs, markers or any other methods used to indicate direction of traffic movement and location of parking spaces shall be maintained in a neat and legible condition. Any walls, trees and shrubbery, as well as surfacing of the parking lot or garage, shall be maintained in good condition throughout its use for parking purposes. All exposed concrete walls shall be painted or finished.

(Ord. 2015-10. Passed 8-25-15.)

1133.16 IMPROVEMENT AND MAINTENANCE STANDARDS.

All off-street parking and loading facilities, including entrances, exits, maneuvering areas, stacking areas, public and private parking areas, including commercial parking lots and loading spaces, shall be in accordance with the following standards and specifications.

Parking Space Dimensions Full Sized Cars				
Angle of Parking (in degrees)	Minimum Width at Curb	Minimum Length from Curb	Minimum Drive Aisle Width (one- way)	Minimum Drive Aisle Width (two- way)
45	13 feet	19 feet	14 feet	18 feet
60	11 feet	20 feet	18 feet	18 feet
75	9 feet	19 feet	20 feet	20 feet
90	9 feet	19 feet	24 feet	24 feet

- (a) Stacking Space Dimensions. Each off-street stacking space for a drive-thru or drive-in facility shall have an area not less than 160 square feet (measuring eight (8) feet by twenty (20) feet) exclusive of access drives and parking aisles.
- (b) Circulation Lanes. The minimum width for a circulation lane shall be:
 - (1) Twenty-four (24) feet for 90 degrees or perpendicular parking;
 - (2) Eighteen (18) feet for 60 degrees parking one way aisles;
 - (3) Fourteen (14) feet for 45 degrees parking one way aisles.
- (c) Paving. All spaces, together with driveways, aprons, other circulation aisles and access sidewalks, both public and private, shall be surfaced as follows:
 - (1) Parking lots and circulation lanes. Concrete not less than four (4) inches in thickness, or with bituminous surface not less than three (3) inches in thickness, consisting of one and three fourths (1 $\frac{3}{4}$) inches of compacted #301 base course and one and one fourth (1 $\frac{1}{4}$) inches of compacted #404 surface course, over a six (6) inch compacted aggregate base. Surfaces in areas designated as accessible parking and/or accessible pedestrian paths shall meet all applicable federal and state standards.
 - (2) Circulation lanes for parking lots. Concrete not less than six (6) inches in thickness, or with bituminous surface not less than four (4) inches in thickness, consisting of two and one half (2 $\frac{1}{2}$) inches of compacted #301 base course and one and one half (1 $\frac{1}{2}$) inches of compacted #404 surface course, over a six (6) inch compacted aggregate base. Paving with semi-pervious materials (e.g. permeable pavers, porous asphalt, porous concrete) that are able to withstand vehicular traffic or other heavy-impact uses are permitted in accordance with this section. Surfaces in areas designated as accessible parking and/or accessible pedestrian paths shall meet all applicable federal and state standards.
 - (3) Aprons. Concrete not less than six (6) inches in thickness for residential aprons and concrete not less than eight (8) inches in thickness for commercial aprons.
 - (4) Driveways. Concrete not less than four (4) inches in thickness, or with bituminous surface not less than four (4) inches thick consisting of two and one half (2 $\frac{1}{2}$) inches of compacted #301 binder course and one and one half (1 $\frac{1}{2}$) inches of compacted #404 surface course over a four (4) inch compacted aggregate base or paving with semi-pervious materials that are able to withstand vehicular traffic or other heavy-impact uses is permitted (e.g. permeable pavers, porous asphalt, porous concrete).
 - (5) Alternative paving materials. Semi-pervious materials, such as permeable pavers, porous asphalt, and porous concrete shall permit natural percolation of water and be installed and maintained in accordance with industry and manufacturer's standards and the following:
 - (A) The manufacturer's specifications are applicable to the subject property's particular soil type and slope (gradient) so that vehicles are supported without rutting and water percolation is achieved.
 - (B) Semi-pervious parking areas must allow storm water to percolate into the ground at a rate sufficient to accommodate the five-year, 24-hour storm event.
 - (C) The City may inspect the semi-pervious parking areas as needed. If maintenance is required, the owner may be required to submit to the City documentation of the removal of visible surface sediment accumulations, and/or test results of infiltration rate through the pervious concrete and sub-grade soils system.
 - (D) For non-residential uses, if only a portion of the parking area is designated for semi-pervious materials, the area designated for semi-pervious parking shall be located at the perimeter of the parking lot, and if possible, remote or furthest removed from the principal building.
 - (6) Sidewalks, both public and private. Concrete not less than four (4) inches in thickness, and four (4) feet in width on a two (2) inch stone base.
- (d) Drainage. All spaces, together with driveways and other circulation aisles, shall have adequate provision for underdrainage and for the disposal of storm water, so that water shall not flow onto adjoining property or adjacent sidewalks in a quantity or manner that would be detrimental thereto, or inconvenient to persons using the sidewalk.
- (e) Curbs. A physical barrier in the way of a concrete curb, parking blocks, or asphalt rolled curb at least six (6) inches in height shall be installed and maintained along the permitted of a parking or loading area that abuts a landscaped area. Curb inlets must be placed in order to allow water flow into the landscaped areas permitted by proper site grading.
- (f) Marking. The location of each parking space and the location and direction of movement along the driveways providing access thereto shall be indicated by painting upon the surface, by raised directional signs, or by markers or other similar measures placed in the surfacing.
- (g) Screening. Screening and landscaping of parking areas shall be provided pursuant to the Chapter 1131 Landscape Requirements.
- (h) Signs. Signs shall be provided in accordance with Chapter 1129 Signage Requirements.
- (i) Lighting. Wherever a parking lot or garage is to be used during darkness, lighting shall be installed to provide an adequate standard of illumination over the entire parking lot and access or drive aisles within the parking area. All lights shall be shielded as

to minimize glare will extend to adjacent property.

- (j) Maintenance. A parking lot or garage shall be maintained in a manner to keep it as free as practicable from dust, paper and other loose particles, and snow and ice shall be promptly removed by the operator. All adjacent sidewalks shall be kept free from dirt, ice, sleet and snow and in a safe condition for use by pedestrians. All signs, markers or any other methods used to indicate direction of traffic movement and location of parking spaces shall be maintained in a neat and legible condition. Any walls, trees and shrubbery, as well as surfacing of the parking lot or garage, shall be maintained in good condition throughout its use for parking purposes. All exposed concrete walls shall be painted or finished.

(Ord. 2026-28. Passed __-__-26.)



TO: Mayor Tapp and City Council
FROM: Christine Gibboney
RE: Ordinance No. 2026-28 (**first reading**) (*submitted by Christine Gibboney*)
DATE: October 13, 2026

Subject Matter/Background

As set forth in the attached Planning Commission Recommendation (see Exhibit 1 attached hereto), Ordinance No. 2026-28 is summarized as follows:

Background

- June 17, 2026 Planning Commission meeting, the topic of code requirements relating to the paving of all public and private parking lots ensued. Chairman Boyle referenced code language in a previous code version that explicitly included language to require all public and private parking lots to be paved. The current code language does not contain this language. Staff advised this would be researched and report provided back to the Commission.
- July 15, 2026 Planning Commission meeting: the attached report of findings was reviewed and discussed. The Commission recommended a draft amendment to be prepared for review. In a nutshell, back in 2014-2015 substantial and numerous Zoning Code amendments were being considered and ultimately adopted in 2015. One of the sections, 1126.01 Off Street Parking and Loading, was repealed, re-written and moved to a new Chapter- 1133 Off-Street Parking and Loading Regulations. Most language carried over from 1126.01 and new regulations and requirements added, but language mentioning public and private parking areas did not. In addition, newly added language in the chapter refers to “required” parking areas, referencing back to parking areas and number of spaces required specific to defined uses. In the case of a public or private parking lot, there is no “required” parking area or number of spaces as it not tied to business, it is the business or use. In discussing the previous version, which limited the paving requirement of a parking lot to only those with 5 or spaces, the Commission recommended removal of reference to number of spaces, recommending instead that all public and private parking lots, regardless of size, need to be paved.
- August 19, 2026 Planning Commission meeting: Draft amendment provided and discussed. No changes/edits advised. The Planning Commission supported the amendment and made recommendation to City Council for consideration. The proposed amendment to Section 1133.16 will reestablish the requirement that public and private parking lots are to be paved by:
 - Removing references to “all required parking” and replacing this language with “all parking spaces” as the reference to “required” pointed to criteria in the code for businesses/structures/uses for which a parking lot is required and did not speak to public or private parking lots.
 - Inserting language taken from the previous Off-Street Parking Code which had specifically included reference to “public and private parking lots.”
- Lastly, and not related to the topic of Off-Street Parking, is removal of the table at the end of the Chapter, “Appendix A- Buffer Yard Requirements”- this table was apparently inserted here mistakenly- it is part of Chapter 1131 Landscape Requirements and appears there as well.

Financial Review

There is no financial impact relating to this legislation.

Legal Review

The matter has been reviewed, follows normal legislative procedure and is properly before you.

Recommendation

If Council is in agreement with the request, a motion placing Ordinance No. 2026-28 on its first reading is in order.

[Ordinance No. 2026-28 Exh 1 Planning Commission Recommendation.pdf](#)

[Ordinance No. 2026-28 Amend Section 1133.16 Improvement and Maintenance Standards \(2\).docx](#)

[Ordinance No. 2026-28 Exh A Section 1133.16 Improvement and Maintenance Standards.pdf](#)

[Ordinance No. 2026-28 Exh B Section 1133.16 Improvement and Maintenance Standards.pdf](#)



TO: Mayor Tapp and Members of City Council
FROM: Christine Gibboney Planning & Zoning Manager
RE: Chapter 1133 Off-Street Parking Code – proposed amendments
DATE: August 20, 2026

Chapter 1133- Off Street Parking and Loading Regulations- amendments proposed to address public and private parking lot paving requirements (Section 1133)

Background

- June 17, 2026 Planning Commission meeting, the topic of code requirements relating to the paving of all public and private parking lots ensued. Chairman Boyle referenced code language in a previous code version that explicitly included language to require all public and private parking lots to be paved. The current code language does not contain this language. Staff advised this would be researched and report provided back to the Commission.
- July 15, 2026 Planning Commission meeting: the attached report of findings was reviewed and discussed. The Commission recommended a draft amendment to be prepared for review. In a nutshell, back in 2014-2015 substantial and numerous Zoning Code amendments were being considered and ultimately adopted in 2015. One of the sections, 1126.01 Off Street Parking and Loading, was repealed, re-written and moved to a new Chapter- 1133 Off-Street Parking and Loading Regulations. Most language carried over from 1126.01 and new regulations and requirements added, but language mentioning public and private parking areas did not. In addition, newly added language in the chapter refers to “required” parking areas, referencing back to parking areas and number of spaces required specific to defined uses. In the case of a public or private parking lot, there is no “required” parking area or number of spaces as it not tied to business, *it is the business or use*. In discussing the previous version, which limited the paving requirement of a parking lot to only those with 5 or spaces, the Commission recommended removal of reference to number of spaces, recommending instead that all public and private parking lots, regardless of size, need to be paved.
- August 19, 2026 Planning Commission meeting: Draft amendment provided and discussed. No changes/edits advised. The Planning Commission supported the amendment and made recommendation to City Council for consideration.

Staff Summary

The proposed amendment to Section 1133.16, but will reestablish the requirement that public and private parking lots are to be paved by:

- Removing references to “all *required* parking” and replacing this language with “all parking spaces” as the reference to “required” pointed to criteria in the code for

businesses/structures/uses for which a parking lot is required, and did not speak to public or private parking lots.

- Inserting language taken from the previous Off-Street Parking Code which had specifically included reference to “public and private parking lots”
- Lastly, and not related to the topic of Off-Street Parking, is removal of the table at the end of the Chapter, “Appendix A- Buffer Yard Requirements”- this table was apparently inserted here mistakenly- it is part of Chapter 1131 Landscape Requirements and appears there as well.



TO: Chairman Boyle and Members of the Planning Commission and Design Review Board
FROM: Christine Gibboney Planning & Zoning Manager
RE: Off-Street Parking Code Research
DATE: July 15, 2026

Chapter 1133- Off Street Parking and Loading Regulations- Ordinance 2015-10, adopted August 25, 2015. ***CURRENT CODE CHAPTER**

Section 1126.01- Off-Street Parking and Loading Regulations (REPEALED IN 2017)

Staff Analysis
RESEARCH/HISTORY

Chapter 1126 -Special Provisions contains various nonrelated section titles ranging from Overlay Zones, Motels and Motor Hotels, Planned Development Projects, Service Stations, Regulations for Industrial Greenhouses just to name a few. At one time the Chapter also included: Off-Street Parking & Loading, Sign Regulations, and Landscape Requirements.

In reviewing the minutes from 2014- 2015, it appears that a comprehensive and extensive project to review and update the Zoning Code to reflect the direction of the Master Plan was undertaken by the then Assistant to the City Manager and city hired consultant, Alex Pesta. New Chapters were drafted: 1131- Landscape Requirements, 1129 Sign Regulations, 1133 Off-Street Parking, and 1127 Mixed-Use Districts. These lengthy new Chapters were vetted through the Planning Commission in 2014-2015 and adopted by City Council in 2015, becoming effective in 2016.

On May 9, 2017, Ordinance 2017-3 was adopted repealing the following sections in Chapter 1126: 1126.01 Off Street Parking & Loading, 1126.03 Sign Regulations, and Section 1126.13 Landscape Requirements. The minutes from that meeting note: that *the ordinance repeals specified sections of Chapter 1126 to eliminate duplicative or conflicting language as they have been addressed and incorporated into the major Zoning Code changes that had been adopted over the past year.*

Chapter 1133 Off Street Parking and Loading Regulations vs the repealed 1126.01 version

Former Section 1126.01 was a brief five (5) page ordinance from the 1990's. What that code did contain that the current Chapter 1133 does not was the following language:

Development and Maintenance of Parking Areas. *Every parcel of land used as a public or private parking area, including a commercial parking lot shall be developed and maintained in accordance with requirements.....any off street parking area for more than 5 vehicles in any district shall be surfaced with an asphaltic or Portland cement pavement.....*

The current code refers to "required" number of off-street parking spaces for each facility or use- in Schedule 1133.03- Required Off-street Parking Spaces, however, it does not make any references to

public or private parking lots. Every reference made in Chapter 1133 regarding off-street parking speaks to the business/structure/use for which the parking lot is “required”.

Commission members have both the current code (Chapter 1133) and the repealed code (Section 1126.01) attached to review, compare, and discuss. Just a couple of ideas to consider:

To address the missing requirements for public and private parking lots, my recommendation would be to amend Section 1133.16 IMPROVEMENT AND MAINTENANCE STANDARDS to incorporate the language:

All off-street parking and loading facilities, including entrances, exits, maneuvering areas, stacking areas, public or private parking areas, including a commercial parking lot, and loading areas shall be developed and maintained in accordance with the following standards and specifications....

Removal of references: all “required” spaces throughout 1133.16, to all “parking” spaces

We can discuss it at the meeting and would welcome Commission insight/input/suggestions.

One other thing I noticed when researching, Chapter 1133 contains a table “Appendix A- Buffer Yard Requirements”- this section seems to have been inserted here mistakenly- it is part of Chapter 1131 Landscape Requirements and it appears there as well. This needs to be removed from Chapter 1133.

CHAPTER 1133**Off-Street Parking and Loading Regulations**

- 1133.01 Purpose.**
- 1133.02 Determination of required off-street parking spaces.**
- 1133.03 Number of parking spaces required.**
- 1133.04 Electric automobile charging stations.**
- 1133.05 Off-street stacking spaces for drive-thru facilities.**
- 1133.06 Required short-term bicycle parking spaces.**
- 1133.07 Allowance for shared parking.**
- 1133.08 Modification of minimum parking requirements.**
- 1133.09 Parking maximums.**
- 1133.10 Land banked for future parking.**
- 1133.11 Location of required parking spaces.**
- 1133.12 Off-street loading spaces required.**
- 1133.13 Access drives in Commercial Districts.**
- 1133.14 Non-residential joint use driveways and cross-access easements.**
- 1133.15 Single-family and two-family residential driveways.**
- 1133.16 Improvement and maintenance standards.**
- 1133.17 Trailer parking.**
- 1133.18 Exceptions to off-street parking requirements in Business District.**

CROSS REFERENCES

Conformance with Performance Standards - see P. & Z. Chap. 1121.06

Nonconformity - see P. & Z. Chap 1121.07

Residence Districts - see P. & Z. Chap. 1123

Non-residence Districts - see P. & Z. Chap. 1125

Mixed-Use Districts - see P. & Z. Chap. 1127

Signage Regulations - see P. & Z. Chap. 1129

Landscape Requirements - see P. & Z. Chap. 1131

1133.01 PURPOSE.

Off-street parking regulations are established in order to promote the overall vitality of the community through achieving various objectives, including:

- (a) Promoting the general convenience, welfare and prosperity of existing and future developments;
- (b) Relieving congestion on City streets by promoting alternative modes of transportation, ensuring orderly movement of traffic, and increasing safety; and,
- (c) Providing adequate, but not excessive off-street parking to minimize the negative impacts that result from large expanses of paved parking areas.

(Ord. 2015-10. Passed 8-25-15.)

1133.02 DETERMINATION OF REQUIRED OFF-STREET PARKING SPACES.

Off-street parking shall be provided as a condition precedent to the occupancy or use of any building, structure or land, and at any time a commercial or business-related building or structure, or commercial or business-related use of land, is enlarged, expanded, increased in capacity or use, in conformance with the following provisions.

In computing the number of parking spaces required by this Ordinance, the following shall apply:

- (a) Where floor area is designated as the standard for determining parking space requirements, floor area shall be the sum of the net area of all the floors measured from the exterior faces of the building. Mechanical rooms, stairs, restrooms, cellars, unenclosed porches, attics not used for human occupancy are excluded from the count of total floor area.
- (b) Where seating capacity is the standard for determining parking space requirements, the capacity shall mean the number of seating units installed or indicated. When fixed seats are not indicated, the capacity shall be determined as being one (1) seat for each twenty (20) square feet of floor area of the assembly room.
- (c) Where employees are the standard for determining parking space requirements, employees shall mean the maximum number of employees on any two (2) successive shifts.
- (d) Fractional numbers shall be increased to the next whole number.
- (e) The parking spaces required for multiple uses shall be the sum of the parking required for each use considered separately.

(Ord. 2025-30. Passed 11-25-25.)

1133.03 NUMBER OF PARKING SPACES REQUIRED.

The required number of off-street parking spaces for each facility or use shall be determined by application of the standards noted in Schedule 1133.03. For a use not specified in Schedule 1133.03, the Planning Commission shall apply the standard for a specified use which the Commission determines to be most similar to the proposed use.

Schedule 1133.03**REQUIRED OFF-STREET PARKING SPACES**

<u>Principal Building or Use</u>	<u>Minimum Spaces Required</u>
(a) <u>Residential Uses:</u>	

(1) Single-family dwellings	2 spaces for each dwelling unit. All new single-family development that occurs after the adoption of this chapter shall include at least a minimum of one (1) enclosed space.
(2) Two-family dwellings	2 spaces for each dwelling unit. All new two-family residential development that occurs after the adoption of this chapter shall include at least a minimum of one (1) enclosed space per dwelling unit.
(3) Townhouses	2 spaces for each dwelling unit.
(4) Apartments	2 spaces for each dwelling unit.
(5) Senior citizen apartments	1 space for each dwelling unit.
(6) Dormitories, sororities and fraternities	1 space for each 3 persons based on the maximum capacity.
(7) Nursing homes	1 space per 6 beds
(b) Office, Professional Service Uses:	
(1) Business, professional and administrative offices and services (excluding medical and dental)	1 space for each 400 sq. ft. of floor area.
(2) Medical, dental offices and clinics, including urgent care clinics	1 space for each 200 sq. ft. of floor area.
(3) Financial establishments	1 space for each 400 sq. ft. of floor area.
(4) Animal clinic, veterinary office	1 space for each 400 sq. ft. of floor area.
(5) Funeral homes, mortuaries	1 space for each 50 sq. ft. of floor area in parlors or visitation rooms.
(6) Hospitals	2 spaces per room.
(c) Retail/Service Uses:	
(1) Retail or business uses permitted in any B District unless specific standards given below	1 space for each 300 sq. ft. of floor area.
(2) Furniture and appliance; retail nursery garden supply, establishments	1 space for each 500 sq. ft. of floor area.
(3) Restaurants; bars; taverns; night clubs	1 space for each 150 sq. ft. floor area (25% of any outdoor unenclosed dining areas shall be included in the calculation)
(4) Hotels, motels and Bed and Breakfasts	1 space for each sleeping room or suite including that which is to be used as a permanent residence by the owners of the establishment.
(5) Shopping Center	1 space per 400 sq. ft. of leasable floor area.
(6) Transient Rental Property	The greater of two (2) off-street parking spaces or one (1) space for each four (4) permitted occupants, rounded up.
(d) Automotive Uses: (b)	
(1) Auto sales; new and used, auto, truck, boat sales, rental facilities	1 space for each 800 sq. ft. of floor area (indoor area only)
(2) Gasoline stations	.5 spaces per pump and 1 per 500 sq. ft. of accessory retail area.
(3) Car wash facilities	1 space per bay plus sufficient area for stacking spaces.
(4) Automobile service repair, and body work stations	2 spaces per bay
(e) Commercial Entertainment/Recreation Uses: (b)	
(1) Bowling alleys	Four (4) spaces per each lane. If there is additional space within the building used as a restaurant, bar, tavern, or night club, additional parking shall be included at a rate of 50% of that described in 1133.03(c)(3).
(2) Indoor movie theaters, auditorium and other public assembly places	1 space for every 4 seats for first 400 seats, then 1 space per 10 seats.
(3) Indoor or outdoor swimming pools, public or private	1 space per 200 sq. ft. of water area.
(4) Health, fitness, recreation club	1 space for every 200 sq. ft. of exercise area, including locker room, and equipment room.
(5) Wet-slipped boat dockage/storage	0.75 space for every boat space.
(f) General Commercial Uses: (b)	

(1) Printing, publishing, storage and warehousing of goods, wholesale establishments	1 space for each three (3) employees on a maximum shift or for each 3,000 sq. ft. of floor area, whichever is greater.
(2) Research and testing laboratories	1 space for each 400 sq. ft. of floor area.
(g) Educational Facilities:	
(1) Junior high schools, elementary schools and kindergartens	1 space for each 300 sq. ft. of office space, plus 2 spaces per classroom.
(2) High Schools	5 spaces per classroom.
(3) Colleges, universities	10 spaces per classroom.
(4) Child Day Care Centers, nursery schools and similar uses	Five (5) spaces, plus 1 space for every 5 program participants based on the facility's licensed capacity. Additionally, a minimum of 2 pick-up/drop-off spaces must be provided.
(h) Community Facilities:	
(1) Places of worship	1 space for every 8 seats.
(2) Community Center, library, museum or similar public building	1 space for every 6 seats or for each 300 sq. ft. of floor area, whichever is greater.

(Ord. 2015-10. Passed 8-25-15; Ord. 2021-9. Passed 3-23-21.)

1133.04 ELECTRIC AUTOMOBILE CHARGING STATIONS.

Parking spaces within parking lots or structures may be installed with electric automobile charging stations, including models that charge by solar energy. Such spaces must be accessible to the public and clearly designated as charging stations. Such spaces count toward parking requirements. (Ord. 2015-10. Passed 8-25-15.)

1133.05 OFF-STREET STACKING SPACES FOR DRIVE-THRU FACILITIES.

Establishments which by their nature create lines of customers stacking to be served within automobiles shall provide off-street stacking areas, on the same lot as the use, in addition to the required number of parking spaces specified in Schedule 1133.03, in accordance with the following requirements:

- (a) Commercial establishments such as banks, drive-thru restaurants, automatic car wash facilities and other similar facilities with service windows or other interaction points shall provide sufficient space for the stacking of vehicles. There shall be a minimum of four (4) stacking spaces per facility. There shall not be less than two (2) spaces per window or interaction point when there are two (2) or more windows or points of interaction. Interaction points typically include service windows, menu boards, and communication systems.
- (b) Self-serve car wash facilities shall provide no fewer than two (2) stacking spaces per stall.
- (c) Gasoline stations shall provide no fewer than one (1) stacking spaces per accessible side of a gasoline pump island.
- (d) In any case, there shall not be within the public right of way any portion of a drive-thru lane, or vehicles stacking for service at such drive-in or drive-thru facilities.
- (e) Such spaces shall be designed so as not to impede pedestrian or vehicular traffic circulation on the site, or on any abutting streets or parcels.
- (f) An escape lane shall be included within a drive-thru facility or circulation aisle to provide access around the drive-thru facility. All escape lanes shall measure a minimum of eight (8) feet in width.

(Ord. 2015-10. Passed 8-25-15.)

1133.06 REQUIRED SHORT-TERM BICYCLE PARKING SPACES.

Short-term bicycle parking spaces, which are areas where bicycles can be left for short stops and require a high-degree of convenience, must be provided by each use within a Mixed Use or green/recreational space as delineated by the City of Huron Land Use Map. Unless stated otherwise within Chapter 1127 Mixed-Use District, temporary bicycle parking shall be provided in accordance with the following:

- (a) In all cases where short-term bicycle parking is required, a minimum of four (4) spaces shall be provided.
- (b) Any property or use that is exempt from providing off-street parking is still required to provide short-term bicycle parking in accordance with this section and/or Chapter 1127 Mixed-Use District.
- (c) Bicyclists must not be required to travel over stairs or other obstacles to access bicycle parking spaces.
- (d) If the required bicycle parking spaces are located on private property, they must be located on the same lot as the use. When the bicycle parking spaces will be on public property, they must be within fifty (50) feet of the principal entrance and at the same grade as the sidewalk or an accessible route. The property owner may make application to the City for suitable arrangements to place bicycle parking spaces in the public right-of-way. Bicycle parking infrastructure is only permitted to be placed within the right-of-way upon approval of the city.
- (e) The bicycle parking area must be convenient to building entrances and street access, but shall not interfere with normal pedestrian and vehicle traffic. For passive security purposes, the bike parking shall be well-lit and clearly visible to building occupants or clearly visible from the street.
- (f) Bicycle parking facilities must provide lockable racks, or similar structures, where the bicycle may be locked by the user. Racks must support the bicycle in a stable upright position. Structures that require a user-supplied locking device must be designed to easily allow a high-security U-shaped lock to secure the bike frame and one wheel while both wheels are still on the frame's brackets. All racks must be securely anchored to the ground or a structure to prevent the racks from being removed from the location.
- (g) Shared bicycle parking facilities may be provided by multiple uses granted access is easily accommodated, agreements / easements are documented and the combined number of spaces meets the requirements of this section and all other applicable sections. (Ord. 2015-

10. Passed 8-25-15.)

1133.07 ALLOWANCE FOR SHARED PARKING.

Institutions, theaters and similar uses may make arrangements with banks, offices, retail stores and similar uses that are not normally open, used or operated during the same hours to share parking facilities and shall be subject to the following provisions:

- (a) Not more than fifty percent (50%) of the required parking spaces shall be shared.
- (b) Off-street parking spaces for separate uses may be provided collectively if the aggregate number of spaces provided is not less than the sum of the spaces required in Schedule 1133.03: Collective Parking Calculation. Schedule 1133.07(b) is applied in the following manner:
 - (1) The required number of spaces for each use is calculated according to Schedule 1133.03.
 - (2) The required number of spaces for each use is then applied to the percentages for each time, according to the appropriate land use category in Schedule 1133.07(b) to determine the number of required spaces. This is done for each time category.
 - (3) The numbers are summed for all land uses within each timeframe and the highest sum total in a timeframe is the required number of spaces.

SCHEDULE 1133.07(b): COLLECTIVE PARKING CALCULATION						
LAND USE	Weekday			Weekend		
	Mid-7am	7am - 6pm	6pm-Mid	Mid-7am	7am - 6pm	6pm - Mid
Residential	100%	55%	85%	100%	65%	75%
Commercial	0%	100%	80%	0%	70%	60%
Restaurant	50%	30%	70%	5%	70%	100%
Hotel/Motel	100%	65%	90%	100%	65%	80%
Movie Theater	0%	10%	70%	5%	70%	100%
Office	5%	100%	5%	0%	10%	10%
Industrial	5%	80%	5%	0%	10%	10%

- (c) In any case where the required parking spaces are collectively or jointly provided and used, a written agreement thereby assuring their retention for such purposes shall be properly drawn and executed by the parties concerned, approved as to form by the City Law Director, and filed with the application for a zoning approval.

(Ord. 2015-10. Passed 8-25-15.)

1133.08 MODIFICATION OF MINIMUM PARKING REQUIREMENTS.

Whenever the parking requirements based on functions and uses, and application of the standards specified in Schedule 1133.03 can be shown by the applicant or studies of parking demand for the use will result in an excessive number of parking spaces for the use and that a lesser number of spaces is appropriate and consistent with these regulations, the Planning Commission may approve a reduction in required spaces.

(Ord. 2015-10. Passed 8-25-15.)

1133.09 PARKING MAXIMUMS.

The following vehicle parking space maximums are applicable to all surface parking lots for multi-family, non-residential, and mixed-use developments within the City of Huron:

- (a) Surface parking areas may not exceed one-hundred and twenty-five percent (125%) of the required minimum number of vehicle parking spaces per the regulations set forth in section 1133.03 of this ordinance.
- (b) Existing surface parking areas that exceed the parking maximums must come into conformance with the maximum number of parking spaces when the following occurs:
 - (1) A new principal building is constructed on the site.
 - (2) An addition is made to an existing principal structure that would modify the parking calculation.
 - (3) Over fifty (50%) of the total area of an existing parking lot is reconfigured.
- (c) When surface parking areas exceed the number of spaces permitted by this section and are required to come into conformance, the excess spaces must be converted into any combination of the following:
 - A. General landscaping as permitted by Chapter 1131 Landscape Requirements
 - B. Temporary bicycle parking spaces.
- (d) The Planning Commission may grant the ability to exceed the maximum parking requirement set forth in this section in the event that the applicant or property owner can show that industry standards or elements specific to the development result in the need to allow for additional parking spaces, and that the provision of additional parking will not be detrimental to the general welfare, safety, infrastructure, traffic congestion, or public interest of the community.

(Ord. 2017-9. Passed 4-25-17)

1133.10 LAND BANKED FOR FUTURE PARKING.

Land banking land within the development site allows for designating a portion of land on a site that would be required for parking to be held and preserved as landscape, rather than constructed as parking. The Planning Commission may permit land banking of up to thirty percent (30%) of the required parking spaces, subject to the following:

- (a) Evidence is provided by the applicant that supports the reduced parking needs.
- (b) The area proposed for land banking of parking spaces must be an area suitable for parking at a future time.
- (c) Landscaping of the land banked area must be in full compliance with Chapter 1131 Landscape Requirements and, at a minimum, landscaped with turf or live groundcover.
- (d) The land banked area cannot be used for any other use and must be part of the same zoning lot and all under the same ownership.
- (e) As part of the site plan review process, the applicant must show the area to be banked on the site plan and marked as "Land Banked Future Parking".
- (f) The Planning Commission, on the basis of increased parking demand for the use, may require the conversion of all or part of the land banked

area to off-street parking spaces. (Ord. 2015-10. Passed 8-25-15.)

1133.11 LOCATION OF REQUIRED PARKING SPACES.

In addition to specific requirements contained in each district regulation, the location of off-street parking facilities shall further be regulated according to the following provisions:

- (a) The parking spaces required for residential buildings in a residential district shall be located on the same lot with the building or use served.
- (b) The parking spaces required for any other building or use in a residential district and any use in a commercial district may be located on another properly zoned lot within 300 feet of the principal entrance and two (2) or more owners of buildings may join together in providing the required parking spaces. When the required parking spaces are not located on the same lot with the building or use served, the usage of the lot or tract upon which the parking spaces are provided shall be restricted by an instrument recorded describing the premises for which the parking is provided and assuring the retention of such parking so long as required by this Zoning Code.
- (c) No parking of a motor vehicle shall be permitted on any portion of a lot designated as an accessory structure such as a patio, porch or deck.
(Ord. 2015-10. Passed 8-25-15.)

1133.12 OFF-STREET LOADING SPACES REQUIRED.

Off-street loading spaces shall be provided and maintained on the same zoning lot with the building as necessary to meet the needs of the principal use. The location of off-street loading spaces shall be regulated according to the following:

- (a) Streets, sidewalks, alleys or other public rights of way or other public property shall not be used for loading purposes nor shall vehicles be parked on such areas during loading and unloading.
- (b) No part of any required yard, off-street parking area, or access drive thereto, shall be used for loading or unloading purposes.
- (c) Off-Street Loading Space. In any district, in connection with any building or part thereof, hereafter erected or altered which is to be occupied by manufacturing, stores, warehouses, goods display, retail commercial, wholesale commercial, market, hotel, hospital, mortuary, laundry, dry cleaning or other uses requiring the receipt or distribution by truck of materials or merchandise, there shall be provided and maintained, on the same lot with such buildings, off-street loading space in accordance with the following schedule:

Net Floor Area of Building (Sq. Ft.)	Total Number of Off-Street Loading Spaces
Less than 10,000	0
Over 10,000 to 20,000	1
Over 20,000 to 40,000	2
Over 40,000 to 60,000	3
Over 60,000 to 80,000	4
Over 80,000 to 100,000	5

- (d) When the floor area of the building exceeds 100,000 square feet, the number of off-street loading spaces shall be determined by the Planning Commission.
- (e) Each loading space shall be not less than ten feet in width, twenty-five feet in length and fourteen feet in height.
- (f) Such loading space may occupy all or any part of any required yard, provided, no space shall be closer than fifty feet to any other lot located in any R District, unless wholly within a completely enclosed building or unless enclosed on all sides by an acceptable fence or wall or other enclosure maintained in good condition, not less than six feet in height.
(Ord. 2015-10. Passed 8-25-15.)

1133.13 ACCESS DRIVES IN COMMERCIAL DISTRICTS.

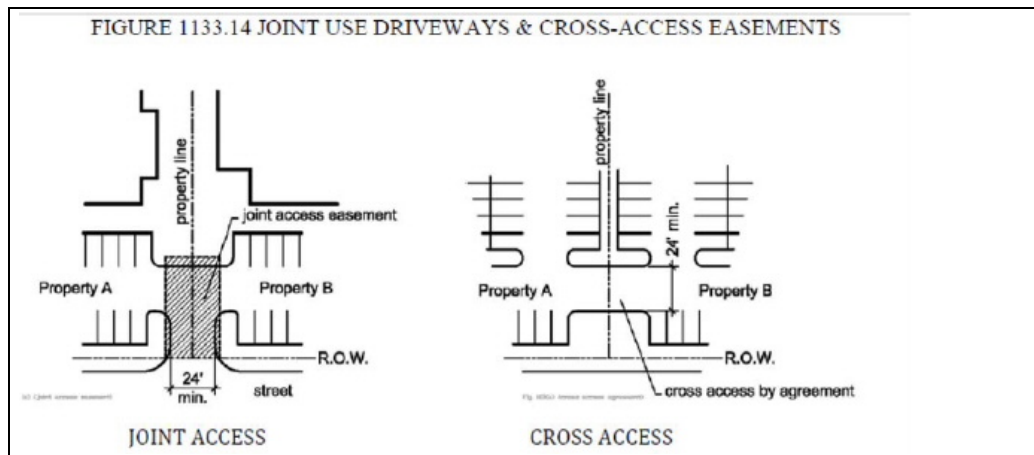
In all Business Districts and Industrial Districts, there shall be adequate provision for ingress and egress to all parking and loading spaces from public streets and ways. Access drives shall be provided as follows:

- (a) Each development shall be permitted one (1) entrance and one (1) exit at the lot frontage. In the case of a corner lot, Planning Commission may grant an additional access lane if doing so will make the flow of vehicular and pedestrian traffic safer and more efficient.
- (b) One (1) additional entrance and exit drive may be permitted for every additional two hundred and fifty (250) feet of street frontage, or fraction thereof, above the district minimum. Planning Commission may grant one (1) additional entrance and exit drive if it is deemed imperative to efficient and safe operations for the use on within the development.
- (c) The width of an access drive measured at the front lot line shall not be more than fifteen (15) feet per lane, with a maximum of one (1) entrance lane and two (2) exit lanes. When using a two (2) lane system, the total width shall not exceed thirty (30) feet at the property line. When using a three (3) lane system, the total width shall not exceed forty-five feet (45) at the front property line.
- (d) An access point from a public street or way shall be located no closer than twenty (20) feet to a residential district and the resulting adjacent open area shall be properly landscaped and maintained in accordance with the standards in Chapter 1131 Landscape Requirements. Access lanes for all commercial and industrial uses shall not exist within property zoned residential.
- (e) An access drive shall be located no closer than fifty (50) feet to an intersection, unless specific circumstances on the parcel make such placement necessary. Access drives adjacent to intersections are subject to approval by the Planning Commission.
- (f) Landscaped medians may be installed to separate lanes of incoming and outgoing traffic and shall not be used in calculation of total width. Landscaped medians shall be landscaped in accordance with parking lot island regulations as set forth in Chapter 1131 Landscape Requirements and shall be installed in a manner as to protect safe and efficient flow of pedestrian and vehicular traffic. Signage may be included within this area, but shall be placed as to not adversely affect safe passage of traffic or site line visibility.
(Ord. 2015-10. Passed 8-25-15.)

1133.14 NON-RESIDENTIAL JOINT USE DRIVEWAYS AND CROSS-ACCESS EASEMENTS.

Adjacent non-residential uses that possess dedicated parking areas are encouraged to provide joint use driveways and cross-access easements to

allow circulation between sites (See Figure 1133.14: Joint Use Driveways and Cross-Access Easements). If the site intends to make use of a joint-use drive or cross access easement, the following regulations must be followed:



- Property owners are required to arrange agreements with neighboring property owners prior to submittal of required permits and approvals. If joint use driveways and cross-access easements will be provided, the property owner must provide an executed agreement between the adjacent property owners.
 - Joint use driveways and cross-access easements must incorporate the following:
 - A travel aisle and driveway width of twenty-four (24) feet to ensure two-way travel aisles to accommodate automobiles, service vehicles and loading vehicles.
 - Bump-outs and other design features to make it visually obvious that the abutting properties are tied together.
 - A unified access and circulation plan for shared parking areas.
 - Pursuant to this section, property owners who establish cross-access easements must record an easement allowing cross-access to and from properties served by the joint use driveways and cross-access easement.
- (Ord. 2015-10. Passed 8-25-15.)

1133.15 SINGLE-FAMILY AND TWO-FAMILY RESIDENTIAL DRIVEWAYS.

(a) For single-family and two-family dwellings, residential driveways that provide access to a garage are limited in width dependent upon the designated motor vehicle capacity of the garage in factors of twelve (12) feet per space within the garage. In the event that a driveway exceeds twenty-four (24) feet in width, the driveway is permitted to extend for a distance of twenty (20) feet from the garage doors before tapering back to the maximum driveway width of twenty-four (24) feet. For driveways extended from attached garages located twenty-five (25) feet or less from the lot line, the driveway is permitted to be width of attached garage with no tapering required on private property. The apron shall then be a maximum of twenty-four (24) feet.

(b) Driveways must be located no closer than three (3) feet from the side and rear lot line. However, a residential driveway may be shared by adjacent lots and constructed on the lot line. This shared driveway location is only allowed if agreed to by the owners of each lot. This agreement will then be filed with the County Recorder for perpetual use.

(c) Residential driveways must be surfaced with Portland cement concrete, bituminous asphalt, brick or concrete pavers placed with gaps not exceeding one quarter inch and shall be graded and drained to prevent surface water accumulation. Paving with pervious or semi-pervious materials, such as permeable pavers, porous asphalt, and porous concrete is permitted, but must be able to withstand the impact of vehicular traffic. Gravel, wood chips, and other unfinished materials are prohibited.

(d) Vehicles parked on the premises of any parcel that is residentially zoned shall be located on a designated driveway that is installed and maintained in accordance Section 1133.16(c). Parking on front or side yards is prohibited.

(Ord. 2015-10. Passed 8-25-15.)

1133.16 IMPROVEMENT AND MAINTENANCE STANDARDS.

All required off-street parking and loading facilities including entrances, exits, maneuvering areas, stacking areas, and parking and loading spaces shall be in accordance with the following standards and specifications.

Parking Space Dimensions Full Sized Cars				
Angle of Parking (in degrees)	Minimum Width at Curb	Minimum Length from Curb	Minimum Drive Aisle Width (one- way)	Minimum Drive Aisle Width (two- way)
45	13 feet	19 feet	14 feet	18 feet
60	11 feet	20 feet	18 feet	18 feet
75	9 feet	19 feet	20 feet	20 feet
90	9 feet	19 feet	24 feet	24 feet

- Stacking Space Dimensions.** Each off-street stacking space for a drive-thru or drive-in facility shall have an area not less than 160 square feet (measuring eight (8) feet by twenty (20) feet) exclusive of access drives and parking aisles.
- Circulation Lanes.** The minimum width for a circulation lane shall be:
 - Twenty-four (24) feet for 90 degrees or perpendicular parking;
 - Eighteen (18) feet for 60 degrees parking one way aisles;
 - Fourteen (14) feet for 45 degrees parking one way aisles.
- Paving.** All required spaces, together with driveways, aprons, other circulation aisles and access sidewalks, both public and private, shall be surfaced as follows:
 - Parking lots and circulation lanes.** Concrete not less than four (4) inches in thickness, or with bituminous surface not less than three (3)

inches in thickness, consisting of one and three fourths (1 ¾) inches of compacted #301 base course and one and one fourth (1 ¼) inches of compacted #404 surface course, over a six (6) inch compacted aggregate base. Surfaces in areas designated as accessible parking and/or accessible pedestrian paths shall meet all applicable federal and state standards.

- (2) Circulation lanes for parking lots. Concrete not less than six (6) inches in thickness, or with bituminous surface not less than four (4) inches in thickness, consisting of two and one half (2 ½) inches of compacted #301 base course and one and one half (1 ½) inches of compacted #404 surface course, over a six (6) inch compacted aggregate base. Paving with semi-pervious materials (e.g. permeable pavers, porous asphalt, porous concrete) that are able to withstand vehicular traffic or other heavy-impact uses are permitted in accordance with this section. Surfaces in areas designated as accessible parking and/or accessible pedestrian paths shall meet all applicable federal and state standards.
 - (3) Aprons. Concrete not less than six (6) inches in thickness for residential aprons and concrete not less than eight (8) inches in thickness for commercial aprons.
 - (4) Driveways. Concrete not less than four (4) inches in thickness, or with bituminous surface not less than four (4) inches thick consisting of two and one half (2 1/2) inches of compacted #301 binder course and one and one half (1 1/2) inches of compacted #404 surface course over a four (4) inch compacted aggregate base or paving with semi-pervious materials that are able to withstand vehicular traffic or other heavy-impact uses is permitted (e.g. permeable pavers, porous asphalt, porous concrete).
 - (5) Alternative paving materials. Semi-pervious materials, such as permeable pavers, porous asphalt, and porous concrete shall permit natural percolation of water and be installed and maintained in accordance with industry and manufacturer's standards and the following:
 - (A) The manufacturer's specifications are applicable to the subject property's particular soil type and slope (gradient) so that vehicles are supported without rutting and water percolation is achieved.
 - (B) Semi-pervious parking areas must allow storm water to percolate into the ground at a rate sufficient to accommodate the five-year, 24-hour storm event.
 - (C) The City may inspect the semi-pervious parking areas as needed. If maintenance is required, the owner may be required to submit to the City documentation of the removal of visible surface sediment accumulations, and/or test results of infiltration rate through the pervious concrete and sub-grade soils system.
 - (D) For non-residential uses, if only a portion of the parking area is designated for semi-pervious materials, the area designated for semi-pervious parking shall be located at the perimeter of the parking lot, and if possible, remote or furthest removed from the principal building.
 - (6) Sidewalks, both public and private. Concrete not less than four (4) inches in thickness, and four (4) feet in width on a two (2) inch stone base.
 - (d) Drainage. All required spaces, together with driveways and other circulation aisles, shall have adequate provision for underdrainage and for the disposal of storm water, so that water shall not flow onto adjoining property or adjacent sidewalks in a quantity or manner that would be detrimental thereto, or inconvenient to persons using the sidewalk.
 - (e) Curbs. A physical barrier in the way of a concrete curb, parking blocks, or asphalt rolled curb at least six (6) inches in height shall be installed and maintained along the permitted of a parking or loading area that abuts a landscaped area. Curb inlets must be placed in order to allow water flow into the landscaped areas permitted by proper site grading.
 - (f) Marking. The location of each parking space and the location and direction of movement along the driveways providing access thereto shall be indicated by painting upon the surface, by raised directional signs, or by markers or other similar measures placed in the surfacing.
 - (g) Screening. Screening and landscaping of parking areas shall be provided pursuant to the Chapter 1131 Landscape Requirements.
 - (h) Signs. Signs shall be provided in accordance with Chapter 1129 Signage Requirements.
 - (i) Lighting. Wherever a parking lot or garage is to be used during darkness, lighting shall be installed to provide an adequate standard of illumination over the entire parking lot and access or drive aisles within the parking area. All lights shall be shielded as to minimize glare will extend to adjacent property.
 - (j) Maintenance. A parking lot or garage shall be maintained in a manner to keep it as free as practicable from dust, paper and other loose particles, and snow and ice shall be promptly removed by the operator. All adjacent sidewalks shall be kept free from dirt, ice, sleet and snow and in a safe condition for use by pedestrians. All signs, markers or any other methods used to indicate direction of traffic movement and location of parking spaces shall be maintained in a neat and legible condition. Any walls, trees and shrubbery, as well as surfacing of the parking lot or garage, shall be maintained in good condition throughout its use for parking purposes. All exposed concrete walls shall be painted or finished.
- (Ord. 2015-10. Passed 8-25-15.)

1133.17 TRAILER PARKING.

- (a) Semitrailers, hitched and unhitched, shall only be parked in Industrial zoned districts. Short-term parking is permitted in commercial and mixed-use districts to conduct business activities specific to the site, but is limited to four (4) hours.
- (b) Semitrailers not in use shall not remain on any premises for more than seventy-six (76) hours after being loaded or unloaded.
- (c) Trailers and pole-trailers when being parked in residential districts are limited to being placed on a paved area of the allowable driveway as per section 1133.15 of this section.
- (d) Outdoor parking of any inoperable or unlicensed commercial tractor is prohibited.
- (e) For the purposes of this section, "commercial tractor", "pole trailer", "semitrailer" and "trailer" shall be defined in the same manner as set forth in Chapter 301, "Definitions" of the Traffic Code. (Ord. 2015-10. Passed 8-25-15.)

1133.18 EXCEPTIONS TO OFF-STREET PARKING REQUIREMENTS IN BUSINESS DISTRICTS.

- (a) In certain business districts, parking needs are predominantly met by the existence of significant amounts of on and off-street public parking and, in some areas, large private parking areas serving multiple uses. A large number of small parking lots would be disruptive in these areas, in which safe and pleasant conditions for pedestrians are important assets. On the commercial-district parcels described below, the following exceptions to the off-street parking requirements shall apply:
 - (1) Additional parking shall not be required in the event of a new use being added within the existing footprint of an existing multi-use building.
 - (2) New uses in existing buildings with net floor areas (NFA) expanded by 25% or more of the previously existing footprint shall be required to either provide the required number of off-street parking spaces specified for the use or request that the Planning

Commission grant a special exception from the off-street parking requirement for that particular use. In such case, the Planning Commission shall not allow for a parking reduction to exceed fifty (50%) of the required parking.

(b) Each Mixed Use District, as established in Chapter 1127 Mixed Use Districts, has specific off-street parking regulations due to the unique circumstances within each district. In the event that this chapter conflicts with the regulations set forth in Chapter 1127 Mixed Use Districts, the 1127 Mixed Use Districts chapter shall override Chapter 1133 Off-street Parking and Loading Regulations. (Ord. 2015-10. Passed 8-25-15.)

Appendix A - Buffer Yard Requirements											
	Existing Use										
Proposed Use	R-1 and R-1A Single Family Residential	R-2 One/Two Family Residential	R-3 Multi-Family Residential	MU - RFD	MU - CD	MU - GD	B-1 Neighborhood Business	B-2 Downtown Business	B-3 General Business	I-1 Light Industrial	I-2 General Industrial
R-1 and R-1A Single Family Residential	N/A	A	A	B	B	B	B	B	C	D	D
R-2 One/Two Family Residential	N/A	A	A	A	A	A	A	B	B	D	D
R-3 Multi-Family Residential	B	A	A	A	A	A	A	B	B	D	D
MU-RFD	A	A	A	n/a	A	n/a	n/a	A	B	C	D
MU - CD	B	A	A	n/a	Decided case-by-case basis	A	A	A	A	C	D
MU-GD	B	A	A	n/a	A	Decided case-by-case basis	A	A	B	C	D
B-1 Neighborhood Business	B	A	A	n/a	A	A	A	A	A	C	D
B-2 Downtown Business	B	B	B	A	A	B	A	A	A	C	D
B-3 General Business	C	B	B	B	A	B	A	A	A	C	D
I-1 Light Industrial	D	D	D	D	C	C	C	C	C	B	B
I-2 General Industrial	D	D	D	D	D	D	D	D	D	B	A

* This Standard does not apply to individual residences and duplexes.

* Planning Commission may require additional landscaping within any newly established single family or multi-family subdivisions.

* Planning Commission may require different standards for contiguous lots with different uses, but are linked by common design elements and an established system of sidewalks or other pedestrian amenities.

CHAPTER 1133**Off-Street Parking and Loading Regulations**

- 1133.01 Purpose.**
- 1133.02 Determination of required off-street parking spaces.**
- 1133.03 Number of parking spaces required.**
- 1133.04 Electric automobile charging stations.**
- 1133.05 Off-street stacking spaces for drive-thru facilities.**
- 1133.06 Required short-term bicycle parking spaces.**
- 1133.07 Allowance for shared parking.**
- 1133.08 Modification of minimum parking requirements.**
- 1133.09 Parking maximums.**
- 1133.10 Land banked for future parking.**
- 1133.11 Location of required parking spaces.**
- 1133.12 Off-street loading spaces required.**
- 1133.13 Access drives in Commercial Districts.**
- 1133.14 Non-residential joint use driveways and cross-access easements.**
- 1133.15 Single-family and two-family residential driveways.**
- 1133.16 Improvement and maintenance standards.**
- 1133.17 Trailer parking.**
- 1133.18 Exceptions to off-street parking requirements in Business District.**

CROSS REFERENCES

Conformance with Performance Standards - see P. & Z. Chap. 1121.06
 Nonconformity - see P. & Z. Chap 1121.07
 Residence Districts - see P. & Z. Chap. 1123
 Non-residence Districts - see P. & Z. Chap. 1125
 Mixed-Use Districts - see P. & Z. Chap. 1127
 Signage Regulations - see P. & Z. Chap. 1129
 Landscape Requirements - see P. & Z. Chap. 1131

1133.01 PURPOSE.

Off-street parking regulations are established in order to promote the overall vitality of the community through achieving various objectives, including:

- (a) Promoting the general convenience, welfare and prosperity of existing and future developments;
- (b) Relieving congestion on City streets by promoting alternative modes of transportation, ensuring orderly movement of traffic, and increasing safety; and,
- (c) Providing adequate, but not excessive off-street parking to minimize the negative impacts that result from large expanses of paved parking areas.

(Ord. 2015-10. Passed 8-25-15.)

1133.02 DETERMINATION OF REQUIRED OFF-STREET PARKING SPACES.

Off-street parking shall be provided as a condition precedent to the occupancy or use of any building, structure or land, and at any time a commercial or business-related building or structure, or commercial or business-related use of land, is enlarged, expanded, increased in capacity or use, in conformance with the following provisions.

In computing the number of parking spaces required by this Ordinance, the following shall apply:

- (a) Where floor area is designated as the standard for determining parking space requirements, floor area shall be the sum of the net area of all the floors measured from the exterior faces of the building. Mechanical rooms, stairs, restrooms, cellars, unenclosed porches, attics not used for human occupancy are excluded from the count of total floor area.
- (b) Where seating capacity is the standard for determining parking space requirements, the capacity shall mean the number of seating units installed or indicated. When fixed seats are not indicated, the capacity shall be determined as being one (1) seat for each twenty (20) square feet of floor area of the assembly room.
- (c) Where employees are the standard for determining parking space requirements, employees shall mean the maximum number of employees on any two (2) successive shifts.
- (d) Fractional numbers shall be increased to the next whole number.
- (e) The parking spaces required for multiple uses shall be the sum of the parking required for each use considered separately.

(Ord. 2025-30. Passed 11-25-25.)

1133.03 NUMBER OF PARKING SPACES REQUIRED.

The required number of off-street parking spaces for each facility or use shall be determined by application of the standards noted in Schedule 1133.03. For a use not specified in Schedule 1133.03, the Planning Commission shall apply the standard for a specified use which the Commission determines to be most similar to the proposed use.

Schedule 1133.03
REQUIRED OFF-STREET PARKING SPACES

<u>Principal Building or Use</u>	<u>Minimum Spaces Required</u>
(a) <u>Residential Uses:</u>	

(1) Single-family dwellings	2 spaces for each dwelling unit. All new single-family development that occurs after the adoption of this chapter shall include at least a minimum of one (1) enclosed space.
(2) Two-family dwellings	2 spaces for each dwelling unit. All new two-family residential development that occurs after the adoption of this chapter shall include at least a minimum of one (1) enclosed space per dwelling unit.
(3) Townhouses	2 spaces for each dwelling unit.
(4) Apartments	2 spaces for each dwelling unit.
(5) Senior citizen apartments	1 space for each dwelling unit.
(6) Dormitories, sororities and fraternities	1 space for each 3 persons based on the maximum capacity.
(7) Nursing homes	1 space per 6 beds
(b) Office, Professional Service Uses:	
(1) Business, professional and administrative offices and services (excluding medical and dental)	1 space for each 400 sq. ft. of floor area.
(2) Medical, dental offices and clinics, including urgent care clinics	1 space for each 200 sq. ft. of floor area.
(3) Financial establishments	1 space for each 400 sq. ft. of floor area.
(4) Animal clinic, veterinary office	1 space for each 400 sq. ft. of floor area.
(5) Funeral homes, mortuaries	1 space for each 50 sq. ft. of floor area in parlors or visitation rooms.
(6) Hospitals	2 spaces per room.
(c) Retail/Service Uses:	
(1) Retail or business uses permitted in any B District unless specific standards given below	1 space for each 300 sq. ft. of floor area.
(2) Furniture and appliance; retail nursery garden supply, establishments	1 space for each 500 sq. ft. of floor area.
(3) Restaurants; bars; taverns; night clubs	1 space for each 150 sq. ft. floor area (25% of any outdoor unenclosed dining areas shall be included in the calculation)
(4) Hotels, motels and Bed and Breakfasts	1 space for each sleeping room or suite including that which is to be used as a permanent residence by the owners of the establishment.
(5) Shopping Center	1 space per 400 sq. ft. of leasable floor area.
(6) Transient Rental Property	The greater of two (2) off-street parking spaces or one (1) space for each four (4) permitted occupants, rounded up.
(d) Automotive Uses: (b)	
(1) Auto sales; new and used, auto, truck, boat sales, rental facilities	1 space for each 800 sq. ft. of floor area (indoor area only)
(2) Gasoline stations	.5 spaces per pump and 1 per 500 sq. ft. of accessory retail area.
(3) Car wash facilities	1 space per bay plus sufficient area for stacking spaces.
(4) Automobile service repair, and body work stations	2 spaces per bay
(e) Commercial Entertainment/Recreation Uses: (b)	
(1) Bowling alleys	Four (4) spaces per each lane. If there is additional space within the building used as a restaurant, bar, tavern, or night club, additional parking shall be included at a rate of 50% of that described in 1133.03(c)(3).
(2) Indoor movie theaters, auditorium and other public assembly places	1 space for every 4 seats for first 400 seats, then 1 space per 10 seats.
(3) Indoor or outdoor swimming pools, public or private	1 space per 200 sq. ft. of water area.
(4) Health, fitness, recreation club	1 space for every 200 sq. ft. of exercise area, including locker room, and equipment room.
(5) Wet-slipped boat dockage/storage	0.75 space for every boat space.
(f) General Commercial Uses: (b)	

(1) Printing, publishing, storage and warehousing of goods, wholesale establishments	1 space for each three (3) employees on a maximum shift or for each 3,000 sq. ft. of floor area, whichever is greater.
(2) Research and testing laboratories	1 space for each 400 sq. ft. of floor area.
(g) Educational Facilities:	
(1) Junior high schools, elementary schools and kindergartens	1 space for each 300 sq. ft. of office space, plus 2 spaces per classroom.
(2) High Schools	5 spaces per classroom.
(3) Colleges, universities	10 spaces per classroom.
(4) Child Day Care Centers, nursery schools and similar uses	Five (5) spaces, plus 1 space for every 5 program participants based on the facility's licensed capacity. Additionally, a minimum of 2 pick-up/drop-off spaces must be provided.
(h) Community Facilities:	
(1) Places of worship	1 space for every 8 seats.
(2) Community Center, library, museum or similar public building	1 space for every 6 seats or for each 300 sq. ft. of floor area, whichever is greater.

(Ord. 2015-10. Passed 8-25-15; Ord. 2021-9. Passed 3-23-21.)

1133.04 ELECTRIC AUTOMOBILE CHARGING STATIONS.

Parking spaces within parking lots or structures may be installed with electric automobile charging stations, including models that charge by solar energy. Such spaces must be accessible to the public and clearly designated as charging stations. Such spaces count toward parking requirements. (Ord. 2015-10. Passed 8-25-15.)

1133.05 OFF-STREET STACKING SPACES FOR DRIVE-THRU FACILITIES.

Establishments which by their nature create lines of customers stacking to be served within automobiles shall provide off-street stacking areas, on the same lot as the use, in addition to the required number of parking spaces specified in Schedule 1133.03, in accordance with the following requirements:

- (a) Commercial establishments such as banks, drive-thru restaurants, automatic car wash facilities and other similar facilities with service windows or other interaction points shall provide sufficient space for the stacking of vehicles. There shall be a minimum of four (4) stacking spaces per facility. There shall not be less than two (2) spaces per window or interaction point when there are two (2) or more windows or points of interaction. Interaction points typically include service windows, menu boards, and communication systems.
- (b) Self-serve car wash facilities shall provide no fewer than two (2) stacking spaces per stall.
- (c) Gasoline stations shall provide no fewer than one (1) stacking spaces per accessible side of a gasoline pump island.
- (d) In any case, there shall not be within the public right of way any portion of a drive-thru lane, or vehicles stacking for service at such drive-in or drive-thru facilities.
- (e) Such spaces shall be designed so as not to impede pedestrian or vehicular traffic circulation on the site, or on any abutting streets or parcels.
- (f) An escape lane shall be included within a drive-thru facility or circulation aisle to provide access around the drive-thru facility. All escape lanes shall measure a minimum of eight (8) feet in width.

(Ord. 2015-10. Passed 8-25-15.)

1133.06 REQUIRED SHORT-TERM BICYCLE PARKING SPACES.

Short-term bicycle parking spaces, which are areas where bicycles can be left for short stops and require a high-degree of convenience, must be provided by each use within a Mixed Use or green/recreational space as delineated by the City of Huron Land Use Map. Unless stated otherwise within Chapter 1127 Mixed-Use District, temporary bicycle parking shall be provided in accordance with the following:

- (a) In all cases where short-term bicycle parking is required, a minimum of four (4) spaces shall be provided.
- (b) Any property or use that is exempt from providing off-street parking is still required to provide short-term bicycle parking in accordance with this section and/or Chapter 1127 Mixed-Use District.
- (c) Bicyclists must not be required to travel over stairs or other obstacles to access bicycle parking spaces.
- (d) If the required bicycle parking spaces are located on private property, they must be located on the same lot as the use. When the bicycle parking spaces will be on public property, they must be within fifty (50) feet of the principal entrance and at the same grade as the sidewalk or an accessible route. The property owner may make application to the City for suitable arrangements to place bicycle parking spaces in the public right-of-way. Bicycle parking infrastructure is only permitted to be placed within the right-of-way upon approval of the city.
- (e) The bicycle parking area must be convenient to building entrances and street access, but shall not interfere with normal pedestrian and vehicle traffic. For passive security purposes, the bike parking shall be well-lit and clearly visible to building occupants or clearly visible from the street.
- (f) Bicycle parking facilities must provide lockable racks, or similar structures, where the bicycle may be locked by the user. Racks must support the bicycle in a stable upright position. Structures that require a user-supplied locking device must be designed to easily allow a high-security U-shaped lock to secure the bike frame and one wheel while both wheels are still on the frame's brackets. All racks must be securely anchored to the ground or a structure to prevent the racks from being removed from the location.
- (g) Shared bicycle parking facilities may be provided by multiple uses granted access is easily accommodated, agreements / easements are documented and the combined number of spaces meets the requirements of this section and all other applicable sections. (Ord. 2015-

10. Passed 8-25-15.)

1133.07 ALLOWANCE FOR SHARED PARKING.

Institutions, theaters and similar uses may make arrangements with banks, offices, retail stores and similar uses that are not normally open, used or operated during the same hours to share parking facilities and shall be subject to the following provisions:

- (a) Not more than fifty percent (50%) of the required parking spaces shall be shared.
- (b) Off-street parking spaces for separate uses may be provided collectively if the aggregate number of spaces provided is not less than the sum of the spaces required in Schedule 1133.03: Collective Parking Calculation. Schedule 1133.07(b) is applied in the following manner:
 - (1) The required number of spaces for each use is calculated according to Schedule 1133.03.
 - (2) The required number of spaces for each use is then applied to the percentages for each time, according to the appropriate land use category in Schedule 1133.07(b) to determine the number of required spaces. This is done for each time category.
 - (3) The numbers are summed for all land uses within each timeframe and the highest sum total in a timeframe is the required number of spaces.

SCHEDULE 1133.07(b): COLLECTIVE PARKING CALCULATION						
LAND USE	Weekday			Weekend		
	Mid-7am	7am - 6pm	6pm-Mid	Mid-7am	7am - 6pm	6pm - Mid
Residential	100%	55%	85%	100%	65%	75%
Commercial	0%	100%	80%	0%	70%	60%
Restaurant	50%	30%	70%	5%	70%	100%
Hotel/Motel	100%	65%	90%	100%	65%	80%
Movie Theater	0%	10%	70%	5%	70%	100%
Office	5%	100%	5%	0%	10%	10%
Industrial	5%	80%	5%	0%	10%	10%

- (c) In any case where the required parking spaces are collectively or jointly provided and used, a written agreement thereby assuring their retention for such purposes shall be properly drawn and executed by the parties concerned, approved as to form by the City Law Director, and filed with the application for a zoning approval.

(Ord. 2015-10. Passed 8-25-15.)

1133.08 MODIFICATION OF MINIMUM PARKING REQUIREMENTS.

Whenever the parking requirements based on functions and uses, and application of the standards specified in Schedule 1133.03 can be shown by the applicant or studies of parking demand for the use will result in an excessive number of parking spaces for the use and that a lesser number of spaces is appropriate and consistent with these regulations, the Planning Commission may approve a reduction in required spaces.

(Ord. 2015-10. Passed 8-25-15.)

1133.09 PARKING MAXIMUMS.

The following vehicle parking space maximums are applicable to all surface parking lots for multi-family, non-residential, and mixed-use developments within the City of Huron:

- (a) Surface parking areas may not exceed one-hundred and twenty-five percent (125%) of the required minimum number of vehicle parking spaces per the regulations set forth in section 1133.03 of this ordinance.
- (b) Existing surface parking areas that exceed the parking maximums must come into conformance with the maximum number of parking spaces when the following occurs:
 - (1) A new principal building is constructed on the site.
 - (2) An addition is made to an existing principal structure that would modify the parking calculation.
 - (3) Over fifty (50%) of the total area of an existing parking lot is reconfigured.
- (c) When surface parking areas exceed the number of spaces permitted by this section and are required to come into conformance, the excess spaces must be converted into any combination of the following:
 - A. General landscaping as permitted by Chapter 1131 Landscape Requirements
 - B. Temporary bicycle parking spaces.
- (d) The Planning Commission may grant the ability to exceed the maximum parking requirement set forth in this section in the event that the applicant or property owner can show that industry standards or elements specific to the development result in the need to allow for additional parking spaces, and that the provision of additional parking will not be detrimental to the general welfare, safety, infrastructure, traffic congestion, or public interest of the community.

(Ord. 2017-9. Passed 4-25-17)

1133.10 LAND BANKED FOR FUTURE PARKING.

Land banking land within the development site allows for designating a portion of land on a site that would be required for parking to be held and preserved as landscape, rather than constructed as parking. The Planning Commission may permit land banking of up to thirty percent (30%) of the required parking spaces, subject to the following:

- (a) Evidence is provided by the applicant that supports the reduced parking needs.
- (b) The area proposed for land banking of parking spaces must be an area suitable for parking at a future time.
- (c) Landscaping of the land banked area must be in full compliance with Chapter 1131 Landscape Requirements and, at a minimum, landscaped with turf or live groundcover.
- (d) The land banked area cannot be used for any other use and must be part of the same zoning lot and all under the same ownership.
- (e) As part of the site plan review process, the applicant must show the area to be banked on the site plan and marked as "Land Banked Future Parking".
- (f) The Planning Commission, on the basis of increased parking demand for the use, may require the conversion of all or part of the land banked

area to off-street parking spaces. (Ord. 2015-10. Passed 8-25-15.)

1133.11 LOCATION OF REQUIRED PARKING SPACES.

In addition to specific requirements contained in each district regulation, the location of off-street parking facilities shall further be regulated according to the following provisions:

- (a) The parking spaces required for residential buildings in a residential district shall be located on the same lot with the building or use served.
- (b) The parking spaces required for any other building or use in a residential district and any use in a commercial district may be located on another properly zoned lot within 300 feet of the principal entrance and two (2) or more owners of buildings may join together in providing the required parking spaces. When the required parking spaces are not located on the same lot with the building or use served, the usage of the lot or tract upon which the parking spaces are provided shall be restricted by an instrument recorded describing the premises for which the parking is provided and assuring the retention of such parking so long as required by this Zoning Code.
- (c) No parking of a motor vehicle shall be permitted on any portion of a lot designated as an accessory structure such as a patio, porch or deck. (Ord. 2015-10. Passed 8-25-15.)

1133.12 OFF-STREET LOADING SPACES REQUIRED.

Off-street loading spaces shall be provided and maintained on the same zoning lot with the building as necessary to meet the needs of the principal use. The location of off-street loading spaces shall be regulated according to the following:

- (a) Streets, sidewalks, alleys or other public rights of way or other public property shall not be used for loading purposes nor shall vehicles be parked on such areas during loading and unloading.
- (b) No part of any required yard, off-street parking area, or access drive thereto, shall be used for loading or unloading purposes.
- (c) Off-Street Loading Space. In any district, in connection with any building or part thereof, hereafter erected or altered which is to be occupied by manufacturing, stores, warehouses, goods display, retail commercial, wholesale commercial, market, hotel, hospital, mortuary, laundry, dry cleaning or other uses requiring the receipt or distribution by truck of materials or merchandise, there shall be provided and maintained, on the same lot with such buildings, off-street loading space in accordance with the following schedule:

Net Floor Area of Building (Sq. Ft.)	Total Number of Off-Street Loading Spaces
Less than 10,000	0
Over 10,000 to 20,000	1
Over 20,000 to 40,000	2
Over 40,000 to 60,000	3
Over 60,000 to 80,000	4
Over 80,000 to 100,000	5

- (d) When the floor area of the building exceeds 100,000 square feet, the number of off-street loading spaces shall be determined by the Planning Commission.
- (e) Each loading space shall be not less than ten feet in width, twenty-five feet in length and fourteen feet in height.
- (f) Such loading space may occupy all or any part of any required yard, provided, no space shall be closer than fifty feet to any other lot located in any R District, unless wholly within a completely enclosed building or unless enclosed on all sides by an acceptable fence or wall or other enclosure maintained in good condition, not less than six feet in height. (Ord. 2015-10. Passed 8-25-15.)

1133.13 ACCESS DRIVES IN COMMERCIAL DISTRICTS.

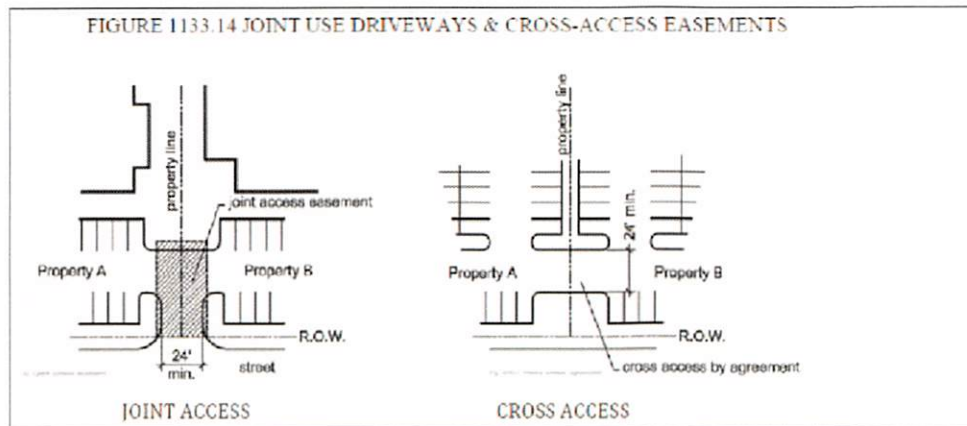
In all Business Districts and Industrial Districts, there shall be adequate provision for ingress and egress to all parking and loading spaces from public streets and ways. Access drives shall be provided as follows:

- (a) Each development shall be permitted one (1) entrance and one (1) exit at the lot frontage. In the case of a corner lot, Planning Commission may grant an additional access lane if doing so will make the flow of vehicular and pedestrian traffic safer and more efficient.
- (b) One (1) additional entrance and exit drive may be permitted for every additional two hundred and fifty (250) feet of street frontage, or fraction thereof, above the district minimum. Planning Commission may grant one (1) additional entrance and exit drive if it is deemed imperative to efficient and safe operations for the use on within the development.
- (c) The width of an access drive measured at the front lot line shall not be more than fifteen (15) feet per lane, with a maximum of one (1) entrance lane and two (2) exit lanes. When using a two (2) lane system, the total width shall not exceed thirty (30) feet at the property line. When using a three (3) lane system, the total width shall not exceed forty-five feet (45) at the front property line.
- (d) An access point from a public street or way shall be located no closer than twenty (20) feet to a residential district and the resulting adjacent open area shall be properly landscaped and maintained in accordance with the standards in Chapter 1131 Landscape Requirements. Access lanes for all commercial and industrial uses shall not exist within property zoned residential.
- (e) An access drive shall be located no closer than fifty (50) feet to an intersection, unless specific circumstances on the parcel make such placement necessary. Access drives adjacent to intersections are subject to approval by the Planning Commission.
- (f) Landscaped medians may be installed to separate lanes of incoming and outgoing traffic and shall not be used in calculation of total width. Landscaped medians shall be landscaped in accordance with parking lot island regulations as set forth in Chapter 1131 Landscape Requirements and shall be installed in a manner as to protect safe and efficient flow of pedestrian and vehicular traffic. Signage may be included within this area, but shall be placed as to not adversely affect safe passage of traffic or site line visibility. (Ord. 2015-10. Passed 8-25-15.)

1133.14 NON-RESIDENTIAL JOINT USE DRIVEWAYS AND CROSS-ACCESS EASEMENTS.

Adjacent non-residential uses that possess dedicated parking areas are encouraged to provide joint use driveways and cross-access easements to

allow circulation between sites (See Figure 1133.14: Joint Use Driveways and Cross-Access Easements). If the site intends to make use of a joint-use drive or cross access easement, the following regulations must be followed:



- (a) Property owners are required to arrange agreements with neighboring property owners prior to submittal of required permits and approvals. If joint use driveways and cross-access easements will be provided, the property owner must provide an executed agreement between the adjacent property owners.
 - (b) Joint use driveways and cross-access easements must incorporate the following:
 - (1) A travel aisle and driveway width of twenty-four (24) feet to ensure two-way travel aisles to accommodate automobiles, service vehicles and loading vehicles.
 - (2) Bump-outs and other design features to make it visually obvious that the abutting properties are tied together.
 - (3) A unified access and circulation plan for shared parking areas.
 - (c) Pursuant to this section, property owners who establish cross-access easements must record an easement allowing cross-access to and from properties served by the joint use driveways and cross-access easement.
- (Ord. 2015-10. Passed 8-25-15.)

1133.15 SINGLE-FAMILY AND TWO-FAMILY RESIDENTIAL DRIVEWAYS.

- (a) For single-family and two-family dwellings, residential driveways that provide access to a garage are limited in width dependent upon the designated motor vehicle capacity of the garage in factors of twelve (12) feet per space within the garage. In the event that a driveway exceeds twenty-four (24) feet in width, the driveway is permitted to extend for a distance of twenty (20) feet from the garage doors before tapering back to the maximum driveway width of twenty-four (24) feet. For driveways extended from attached garages located twenty-five (25) feet or less from the lot line, the driveway is permitted to be width of attached garage with no tapering required on private property. The apron shall then be a maximum of twenty-four (24) feet.
 - (b) Driveways must be located no closer than three (3) feet from the side and rear lot line. However, a residential driveway may be shared by adjacent lots and constructed on the lot line. This shared driveway location is only allowed if agreed to by the owners of each lot. This agreement will then be filed with the County Recorder for perpetual use.
 - (c) Residential driveways must be surfaced with Portland cement concrete, bituminous asphalt, brick or concrete pavers placed with gaps not exceeding one quarter inch and shall be graded and drained to prevent surface water accumulation. Paving with pervious or semi-pervious materials, such as permeable pavers, porous asphalt, and porous concrete is permitted, but must be able to withstand the impact of vehicular traffic. Gravel, wood chips, and other unfinished materials are prohibited.
 - (d) Vehicles parked on the premises of any parcel that is residentially zoned shall be located on a designated driveway that is installed and maintained in accordance Section 1133.16(c). Parking on front or side yards is prohibited.
- (Ord. 2015-10. Passed 8-25-15.)

1133.16 IMPROVEMENT AND MAINTENANCE STANDARDS.

All **required** off-street parking and loading facilities including entrances, exits, maneuvering areas, stacking areas, **public and private and** parking areas, including a commercial parking lot and loading spaces shall be in accordance with the following standards and specifications.

Parking Space Dimensions Full Sized Cars				
Angle of Parking (in degrees)	Minimum Width at Curb	Minimum Length from Curb	Minimum Drive Aisle Width (one- way)	Minimum Drive Aisle Width (two- way)
45	13 feet	19 feet	14 feet	18 feet
60	11 feet	20 feet	18 feet	18 feet
75	9 feet	19 feet	20 feet	20 feet
90	9 feet	19 feet	24 feet	24 feet

- (a) **Stacking Space Dimensions.** Each off-street stacking space for a drive-thru or drive-in facility shall have an area not less than 160 square feet (measuring eight (8) feet by twenty (20) feet) exclusive of access drives and parking aisles.
- (b) **Circulation Lanes.** The minimum width for a circulation lane shall be:
 - (1) Twenty-four (24) feet for 90 degrees or perpendicular parking;
 - (2) Eighteen (18) feet for 60 degrees parking one way aisles;
 - (3) Fourteen (14) feet for 45 degrees parking one way aisles.
- (c) **Paving.** All **required** spaces, together with driveways, aprons, other circulation aisles and access sidewalks, both public and private, shall be surfaced as follows:
 - (1) **Parking lots and circulation lanes.** Concrete not less than four (4) inches in thickness, or with bituminous surface not less than three (3)

inches in thickness, consisting of one and three fourths (1 ¾) inches of compacted #301 base course and one and one fourth (1 ¼) inches of compacted #404 surface course, over a six (6) inch compacted aggregate base. Surfaces in areas designated as accessible parking and/or accessible pedestrian paths shall meet all applicable federal and state standards.

- (2) Circulation lanes for parking lots. Concrete not less than six (6) inches in thickness, or with bituminous surface not less than four (4) inches in thickness, consisting of two and one half (2 ½) inches of compacted #301 base course and one and one half (1 ½) inches of compacted #404 surface course, over a six (6) inch compacted aggregate base. Paving with semi-pervious materials (e.g. permeable pavers, porous asphalt, porous concrete) that are able to withstand vehicular traffic or other heavy-impact uses are permitted in accordance with this section. Surfaces in areas designated as accessible parking and/or accessible pedestrian paths shall meet all applicable federal and state standards.
 - (3) Aprons. Concrete not less than six (6) inches in thickness for residential aprons and concrete not less than eight (8) inches in thickness for commercial aprons.
 - (4) Driveways. Concrete not less than four (4) inches in thickness, or with bituminous surface not less than four (4) inches thick consisting of two and one half (2 ½) inches of compacted #301 binder course and one and one half (1 ½) inches of compacted #404 surface course over a four (4) inch compacted aggregate base or paving with semi-pervious materials that are able to withstand vehicular traffic or other heavy-impact uses is permitted (e.g. permeable pavers, porous asphalt, porous concrete).
 - (5) Alternative paving materials. Semi-pervious materials, such as permeable pavers, porous asphalt, and porous concrete shall permit natural percolation of water and be installed and maintained in accordance with industry and manufacturer's standards and the following:
 - (A) The manufacturer's specifications are applicable to the subject property's particular soil type and slope (gradient) so that vehicles are supported without rutting and water percolation is achieved.
 - (B) Semi-pervious parking areas must allow storm water to percolate into the ground at a rate sufficient to accommodate the five-year, 24-hour storm event.
 - (C) The City may inspect the semi-pervious parking areas as needed. If maintenance is required, the owner may be required to submit to the City documentation of the removal of visible surface sediment accumulations, and/or test results of infiltration rate through the pervious concrete and sub-grade soils system.
 - (D) For non-residential uses, if only a portion of the parking area is designated for semi-pervious materials, the area designated for semi-pervious parking shall be located at the perimeter of the parking lot, and if possible, remote or furthest removed from the principal building.
 - (6) Sidewalks, both public and private. Concrete not less than four (4) inches in thickness, and four (4) feet in width on a two (2) inch stone base.
 - (d) Drainage. All ~~required~~ spaces, together with driveways and other circulation aisles, shall have adequate provision for underdrainage and for the disposal of storm water, so that water shall not flow onto adjoining property or adjacent sidewalks in a quantity or manner that would be detrimental thereto, or inconvenient to persons using the sidewalk.
 - (e) Curbs. A physical barrier in the way of a concrete curb, parking blocks, or asphalt rolled curb at least six (6) inches in height shall be installed and maintained along the perimeter of a parking or loading area that abuts a landscaped area. Curb inlets must be placed in order to allow water flow into the landscaped areas permitted by proper site grading.
 - (f) Marking. The location of each parking space and the location and direction of movement along the driveways providing access thereto shall be indicated by painting upon the surface, by raised directional signs, or by markers or other similar measures placed in the surfacing.
 - (g) Screening. Screening and landscaping of parking areas shall be provided pursuant to the Chapter 1131 Landscape Requirements.
 - (h) Signs. Signs shall be provided in accordance with Chapter 1129 Signage Requirements.
 - (i) Lighting. Wherever a parking lot or garage is to be used during darkness, lighting shall be installed to provide an adequate standard of illumination over the entire parking lot and access or drive aisles within the parking area. All lights shall be shielded as to minimize glare will extend to adjacent property.
 - (j) Maintenance. A parking lot or garage shall be maintained in a manner to keep it as free as practicable from dust, paper and other loose particles, and snow and ice shall be promptly removed by the operator. All adjacent sidewalks shall be kept free from dirt, ice, sleet and snow and in a safe condition for use by pedestrians. All signs, markers or any other methods used to indicate direction of traffic movement and location of parking spaces shall be maintained in a neat and legible condition. Any walls, trees and shrubbery, as well as surfacing of the parking lot or garage, shall be maintained in good condition throughout its use for parking purposes. All exposed concrete walls shall be painted or finished.
- (Ord. 2015-10. Passed 8-25-15.)

1133.17 TRAILER PARKING.

- (a) Semitrailers, hitched and unhitched, shall only be parked in Industrial zoned districts. Short-term parking is permitted in commercial and mixed-use districts to conduct business activities specific to the site, but is limited to four (4) hours.
- (b) Semitrailers not in use shall not remain on any premises for more than seventy-six (76) hours after being loaded or unloaded.
- (c) Trailers and pole-trailers when being parked in residential districts are limited to being placed on a paved area of the allowable driveway as per section 1133.15 of this section.
- (d) Outdoor parking of any inoperable or unlicensed commercial tractor is prohibited.
- (e) For the purposes of this section, "commercial tractor", "pole trailer", "semitrailer" and "trailer" shall be defined in the same manner as set forth in Chapter 301, "Definitions" of the Traffic Code. (Ord. 2015-10. Passed 8-25-15.)

1133.18 EXCEPTIONS TO OFF-STREET PARKING REQUIREMENTS IN BUSINESS DISTRICTS.

- (a) In certain business districts, parking needs are predominantly met by the existence of significant amounts of on and off-street public parking and, in some areas, large private parking areas serving multiple uses. A large number of small parking lots would be disruptive in these areas, in which safe and pleasant conditions for pedestrians are important assets. On the commercial-district parcels described below, the following exceptions to the off-street parking requirements shall apply:
 - (1) Additional parking shall not be required in the event of a new use being added within the existing footprint of an existing multi-use building.
 - (2) New uses in existing buildings with net floor areas (NFA) expanded by 25% or more of the previously existing footprint shall be required to either provide the required number of off-street parking spaces specified for the use or request that the Planning

Commission grant a special exception from the off-street parking requirement for that particular use. In such case, the Planning Commission shall not allow for a parking reduction to exceed fifty (50%) of the required parking.

(b) Each Mixed Use District, as established in Chapter 1127 Mixed Use Districts, has specific off-street parking regulations due to the unique circumstances within each district. In the event that this chapter conflicts with the regulations set forth in Chapter 1127 Mixed Use Districts, the 1127 Mixed Use Districts chapter shall override Chapter 1133 Off-street Parking and Loading Regulations. (Ord. 2015-10. Passed 8-25-15.)

Appendix A—Buffer Yard Requirements											
Proposed Use	Existing Use										
	R-1 and R-1A Single-Family-Residential	R-2 One/Two-Family-Residential	R-3 Multi-Family-Residential	MU-RFD	MU-CD	MU-GD	B-1 Neighborhood-Business	B-2 Downtown-Business	B-3 General-Business	I-1 Light-Industrial	I-2 General-Industrial
R-1 and R-1A Single Family-Residential	N/A	A	A	B	B	B	B	B	C	D	D
R-2 One/Two Family-Residential	N/A	A	A	A	A	A	A	B	B	D	D
R-3 Multi-Family-Residential	B	A	A	A	A	A	A	B	B	D	D
MU-RFD	A	A	A	n/a	A	n/a	n/a	A	B	C	D
MU-CD	B	A	A	n/a	Decided case-by-case-basis	A	A	A	A	C	D
MU-GD	B	A	A	n/a	A	Decided case-by-case-basis	A	A	B	C	D
B-1 Neighborhood Business	B	A	A	n/a	A	A	A	A	A	C	D
B-2 Downtown Business	B	B	B	A	A	B	A	A	A	C	D
B-3 General Business	C	B	B	B	A	B	A	A	A	C	D
I-1 Light Industrial	D	D	D	D	C	C	C	C	C	B	B
I-2 General Industrial	D	D	D	D	D	D	D	D	D	B	A

* This Standard does not apply to individual residences and duplexes.

* Planning Commission may require additional landscaping within any newly established single family or multi-family subdivisions.

* Planning Commission may require different standards for contiguous lots with different uses, but are linked by common design elements and an established system of sidewalks or other pedestrian amenities.

ORDINANCE NO. 2026-28

Introduced by Sam Artino

AN ORDINANCE AMENDING AND RESTATING SECTION 1133.16 (IMPROVEMENT AND MAINTENANCE STANDARDS) UNDER CHAPTER 1133 (OFF-STREET PARKING AND LOADING REGULATIONS) OF THE CITY OF HURON CODIFIED ORDINANCES; AND FURTHER AMENDING CHAPTER 1133 (OFF-STREET PARKING AND LOADING REGULATIONS) OF THE CITY OF HURON CODIFIED ORDINANCES TO DELTEE APPENDIX A (BUFFER YARD REQUIREMENTS) IN ITS ENTIRETY.

WHEREAS, this Council hereby determines the changes and amendments set forth within this Ordinance are in the best interest of the City of Huron and its citizens.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF HURON, OHIO:

Section 1. That Section 1133.16 (Improvement and Maintenance Standards) under Chapter 1133 (Off-Street Parking and Loading Regulations) of the Codified Ordinances of the City of Huron, Ohio, which currently reads (see Exhibit “A” attached hereto and made a part hereof), shall be and hereby is, amended and restated to read as follows (see Exhibit “B” attached hereto and made a part hereof).

Section 2. That a new amended and restated Section 1133.16 (Improvement and Maintenance Standards) under Chapter 1133 (Off-Street Parking and Loading Regulations) of the Codified Ordinances of the City of Huron shall be, and hereby is, adopted and thereafter shall be in full force and effect.

Section 3. That Appendix A (Buffer Yard Requirements) erroneously included at the end of Chapter 1133 (Off-Street Parking and Loading Regulations) of the Codified Ordinances of the City of Huron, Ohio, which currently reads as follows,

Appendix A - Buffer Yard Requirements											
Proposed Use	Existing Use										
	R-1 and R-1A Single Family Residential	R-2 One/Two Family Residential	R-3 Multi-Family Residential	MU - RFD	MU - CD	MU - GD	B-1 Neighborhood Business	B-2 Downtown Business	B-3 General Business	I-1 Light Industrial	I-2 General Industrial
R-1 and R-1A Single Family Residential	N/A	A	A	B	B	B	B	B	C	D	D
R-2 One/Two Family Residential	N/A	A	A	A	A	A	A	B	B	D	D
R-3 Multi-Family Residential	B	A	A	A	A	A	A	B	B	D	D
MU-RFD	A	A	A	n/a	A	n/a	n/a	A	B	C	D
MU - CD	B	A	A	n/a	Decided case-by-case basis	A	A	A	A	C	D
MU-GD	B	A	A	n/a	A	Decided case-by-case basis	A	A	B	C	D
B-1 Neighborhood Business	B	A	A	n/a	A	A	A	A	A	C	D
B-2 Downtown Business	B	B	B	A	A	B	A	A	A	C	D
B-3 General Business	C	B	B	B	A	B	A	A	A	C	D
I-1 Light Industrial	D	D	D	D	C	C	C	C	C	B	B
I-2 General Industrial	D	D	D	D	D	D	D	D	D	B	A

is hereby deleted in its entirety.

Section 4. That it is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Ordinance were adopted in an open meeting of this Council and that all deliberations of this Council and any of its committees that resulted in such formal action were in meetings open to the public in compliance with all legal requirements, including O.R.C. §121.22.

Section 3. In accordance with Section 3.06 of the Charter of the City of Huron, Ohio, this Ordinance shall take effect thirty (30) days following its adoption.

Monty Tapp, Mayor

ATTEST:

Clerk of Council

ADOPTED:

1133.16 IMPROVEMENT AND MAINTENANCE STANDARDS.

All required off-street parking and loading facilities including entrances, exits, maneuvering areas, stacking areas, and parking and loading spaces shall be in accordance with the following standards and specifications.

Parking Space Dimensions Full Sized Cars				
Angle of Parking (in degrees)	Minimum Width at Curb	Minimum Length from Curb	Minimum Drive Aisle Width (one- way)	Minimum Drive Aisle Width (two- way)
45	13 feet	19 feet	14 feet	18 feet
60	11 feet	20 feet	18 feet	18 feet
75	9 feet	19 feet	20 feet	20 feet
90	9 feet	19 feet	24 feet	24 feet

- (a) Stacking Space Dimensions. Each off-street stacking space for a drive-thru or drive-in facility shall have an area not less than 160 square feet (measuring eight (8) feet by twenty (20) feet) exclusive of access drives and parking aisles.
- (b) Circulation Lanes. The minimum width for a circulation lane shall be:
- (1) Twenty-four (24) feet for 90 degrees or perpendicular parking;
 - (2) Eighteen (18) feet for 60 degrees parking one way aisles;
 - (3) Fourteen (14) feet for 45 degrees parking one way aisles.
- (c) Paving. All required spaces, together with driveways, aprons, other circulation aisles and access sidewalks, both public and private, shall be surfaced as follows:
- (1) Parking lots and circulation lanes. Concrete not less than four (4) inches in thickness, or with bituminous surface not less than three (3) inches in thickness, consisting of one and three fourths (1 $\frac{3}{4}$) inches of compacted #301 base course and one and one fourth (1 $\frac{1}{4}$) inches of compacted #404 surface course, over a six (6) inch compacted aggregate base. Surfaces in areas designated as accessible parking and/or accessible pedestrian paths shall meet all applicable federal and state standards.
 - (2) Circulation lanes for parking lots. Concrete not less than six (6) inches in thickness, or with bituminous surface not less than four (4) inches in thickness, consisting of two and one half (2 $\frac{1}{2}$) inches of compacted #301 base course and one and one half (1 $\frac{1}{2}$) inches of compacted #404 surface course, over a six (6) inch compacted aggregate base. Paving with semi-pervious materials (e.g. permeable pavers, porous asphalt, porous concrete) that are able to withstand vehicular traffic or other heavy-impact uses are permitted in accordance with this section. Surfaces in areas designated as accessible parking and/or accessible pedestrian paths shall meet all applicable federal and state standards.
 - (3) Aprons. Concrete not less than six (6) inches in thickness for residential aprons and concrete not less than eight (8) inches in thickness for commercial aprons.
 - (4) Driveways. Concrete not less than four (4) inches in thickness, or with bituminous surface not less than four (4) inches thick consisting of two and one half (2 $\frac{1}{2}$) inches of compacted #301 binder course and one and one half (1 $\frac{1}{2}$) inches of compacted #404 surface course over a four (4) inch compacted aggregate base or paving with semi-pervious materials that are able to withstand vehicular traffic or other heavy-impact uses is permitted (e.g. permeable pavers, porous asphalt, porous concrete).
 - (5) Alternative paving materials. Semi-pervious materials, such as permeable pavers, porous asphalt, and porous concrete shall permit natural percolation of water and be installed and maintained in accordance with industry and manufacturer's standards and the following:
 - (A) The manufacturer's specifications are applicable to the subject property's particular soil type and slope (gradient) so that vehicles are supported without rutting and water percolation is achieved.
 - (B) Semi-pervious parking areas must allow storm water to percolate into the ground at a rate sufficient to accommodate the five-year, 24-hour storm event.
 - (C) The City may inspect the semi-pervious parking areas as needed. If maintenance is required, the owner may be required to submit to the City documentation of the removal of visible surface sediment accumulations, and/or test results of infiltration rate through the pervious concrete and sub-grade soils system.
 - (D) For non-residential uses, if only a portion of the parking area is designated for semi-pervious materials, the area designated for semi-pervious parking shall be located at the perimeter of the parking lot, and if possible, remote or furthest removed from the principal building.
 - (6) Sidewalks, both public and private. Concrete not less than four (4) inches in thickness, and four (4) feet in width on a two (2) inch stone base.
 - (d) Drainage. All required spaces, together with driveways and other circulation aisles, shall have adequate provision for underdrainage and for the disposal of storm water, so that water shall not flow onto adjoining property or adjacent sidewalks in a quantity or manner that would be detrimental thereto, or inconvenient to persons using the sidewalk.
 - (e) Curbs. A physical barrier in the way of a concrete curb, parking blocks, or asphalt rolled curb at least six (6) inches in height shall be installed and maintained along the permitted of a parking or loading area that abuts a landscaped area. Curb inlets must be placed in order to allow water flow into the landscaped areas permitted by proper site grading.
 - (f) Marking. The location of each parking space and the location and direction of movement along the driveways providing access thereto shall be indicated by painting upon the surface, by raised directional signs, or by markers or other similar measures placed in the surfacing.
 - (g) Screening. Screening and landscaping of parking areas shall be provided pursuant to the Chapter 1131 Landscape Requirements.
 - (h) Signs. Signs shall be provided in accordance with Chapter 1129 Signage Requirements.
 - (i) Lighting. Wherever a parking lot or garage is to be used during darkness, lighting shall be installed to provide an adequate standard of illumination over the entire parking lot and access or drive aisles within the parking area. All lights shall be shielded as

to minimize glare will extend to adjacent property.

- (j) Maintenance. A parking lot or garage shall be maintained in a manner to keep it as free as practicable from dust, paper and other loose particles, and snow and ice shall be promptly removed by the operator. All adjacent sidewalks shall be kept free from dirt, ice, sleet and snow and in a safe condition for use by pedestrians. All signs, markers or any other methods used to indicate direction of traffic movement and location of parking spaces shall be maintained in a neat and legible condition. Any walls, trees and shrubbery, as well as surfacing of the parking lot or garage, shall be maintained in good condition throughout its use for parking purposes. All exposed concrete walls shall be painted or finished.

(Ord. 2015-10. Passed 8-25-15.)

1133.16 IMPROVEMENT AND MAINTENANCE STANDARDS.

All off-street parking and loading facilities, including entrances, exits, maneuvering areas, stacking areas, public and private parking areas, including commercial parking lots and loading spaces, shall be in accordance with the following standards and specifications.

Parking Space Dimensions Full Sized Cars				
Angle of Parking (in degrees)	Minimum Width at Curb	Minimum Length from Curb	Minimum Drive Aisle Width (one- way)	Minimum Drive Aisle Width (two- way)
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 - (1) Twenty-four (24) feet for 90 degrees or perpendicular parking;
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- (c) Paving. All spaces, together with driveways, aprons, other circulation aisles and access sidewalks, both public and private, shall be surfaced as follows:
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 - (5) Alternative paving materials. Semi-pervious materials, such as permeable pavers, porous asphalt, and porous concrete shall permit natural percolation of water and be installed and maintained in accordance with industry and manufacturer's standards and the following:
 - (A) The manufacturer's specifications are applicable to the subject property's particular soil type and slope (gradient) so that vehicles are supported without rutting and water percolation is achieved.
 - (B) Semi-pervious parking areas must allow storm water to percolate into the ground at a rate sufficient to accommodate the five-year, 24-hour storm event.
 - (C) The City may inspect the semi-pervious parking areas as needed. If maintenance is required, the owner may be required to submit to the City documentation of the removal of visible surface sediment accumulations, and/or test results of infiltration rate through the pervious concrete and sub-grade soils system.
 - (D) For non-residential uses, if only a portion of the parking area is designated for semi-pervious materials, the area designated for semi-pervious parking shall be located at the perimeter of the parking lot, and if possible, remote or furthest removed from the principal building.
 - (6) Sidewalks, both public and private. Concrete not less than four (4) inches in thickness, and four (4) feet in width on a two (2) inch stone base.
- (d) Drainage. All spaces, together with driveways and other circulation aisles, shall have adequate provision for underdrainage and for the disposal of storm water, so that water shall not flow onto adjoining property or adjacent sidewalks in a quantity or manner that would be detrimental thereto, or inconvenient to persons using the sidewalk.
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to minimize glare will extend to adjacent property.

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(Ord. 2026-28. Passed __-__-26.)



TO: Mayor Tapp and City Council
FROM: Isaac Phillips
RE: Ordinance No. 2026-31 (*submitted by Isaac Phillips*)
DATE: October 13, 2026

Subject Matter/Background

Ordinance No. 2026-31 requests the Council's authorization for changes to the annual budget appropriations. Please refer to Exhibit "A" of the ordinance for the detailed breakdown.

Financial Review

See Exhibit "A" for financial review and details of supplemental appropriations.

Legal Review

The matter has been reviewed, follows normal administrative procedure and is properly before you.

Recommendation

If Council is in agreement with the request, a motion adopting Ordinance No. 2026-31 is in order.

[Ordinance No. 2026-31 Supplemental Appropriations.docx](#)
[Ord 2026-31 exhibit A.pdf](#)

ORDINANCE NO. 2026-31
Introduced by William Biddlecombe

AN ORDINANCE AMENDING ORDINANCE NO. 2025-31, ADOPTED ON DECEMBER 23, 2025, TO PROVIDE FOR SUPPLEMENTAL APPROPRIATIONS FROM THE GENERAL FUND AND OTHER FUNDING SOURCES.

WHEREAS, pursuant to Ordinance No. 2025-31, adopted December 23, 2025, Huron City Council adopted the annual budget for the fiscal year ending December 31, 2026 for the operations of all City departments and offices; and

WHEREAS, Council has established various funds for the financial operation of the City, and through the current fiscal year certain funds have been determined to have insufficient funds and certain Funds have been determined to have excess funds; and

WHEREAS, it is necessary to amend the budget to reflect supplemental appropriations and appropriations transfers to accommodate the operational needs of certain City departments and offices and to assure all funds of the City are in proper balance.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF HURON, OHIO:

SECTION 1. That Exhibit "A" of Ordinance 2025-31, adopted on the 23rd day of December, 2026, as amended by Ordinance No. 2026-9 adopted on April 28, 2026, and as amended by Ordinance No. 2026-25 adopted on August 25, 2026, is hereby amended to provide for supplemental appropriations and appropriation transfers as to each fund set forth in Exhibit "A" attached hereto and made a part hereof.

SECTION 2. That the Director of Finance and the City Manager are hereby authorized to expend the funds herein appropriated for the purpose of paying the operating expenses of the City for the fiscal year ending December 31, 2026, and to make the necessary entries on the accounting records of the City to reflect the appropriations and expenditures herein authorized to properly balance the various funds of the City.

SECTION 3. That it is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Ordinance were adopted in an open meeting of this Council and that all deliberations of this Council and any of its committees that resulted in such formal action were in meetings open to the public in compliance with all legal requirements, including O.R.C. §121.22.

SECTION 4. That in accordance with Section 3.06 of the Charter of the City of Huron, appropriation ordinances shall take effect immediately; **WHEREFORE**, this Ordinance shall take effect immediately upon its adoption.

Monty Tapp, Mayor

ATTEST: _____
Clerk of Council

ADOPTED: _____

CITY OF HURON
BUDGET APPROPRIATION ADJUSTMENTS, AND CASH TRANSFERS
SUMMARY SHEET

Exhibit A

DATE: 10/13/2026
ORDINANCE: 2026-31

Appropriation Measure

An appropriation measure is necessary to appropriately budget for additional expenses and transfer budget between line items. In accordance with the Ohio Revised Code, Council must approve supplemental appropriations, budget transfers above the City's legal level of control.

APPROPRIATION MEASURE

Fund Name	Fund Number	Department/Activity	Object Level	Increase/(Decrease) Amount	Reason for Appropriation Measure
General	110	Police	OTHER EXPENSES	\$ 5,000	\$2500 increase in fuel allowance, \$2500 for increased court bond processing activity
Parks	207	Parks	OTHER EXPENSES	\$ 2,500	\$2500 increase in fuel allowance
Streets	212	Streets	OTHER EXPENSES	\$ 2,500	\$2500 increase in fuel allowance
Streets	212	Streets	OTHER EXPENSES	\$ 30,000	Road maintenance and crack sealing
Fire	214	Fire	OTHER EXPENSES	\$ 2,500	\$2500 increase in fuel allowance
Opioid Settlement	232	Police	OTHER EXPENSES	\$ 12,110	Purchasing Mobile Drug Test Kits and K9 Drug Training Supplies
Water Payroll Stabilization	299	Water	PERSONNEL EXPENSES	\$ 40,000	Retirement Accrued Leave Balance Payout
Rye Beach TIF	420	Rye Beach TIF	OTHER EXPENSES	\$ 500	County Auditor Expense Increase
COMMUNITY INFRASTRUCTURE	655	COMMUNITY INFRASTRUCTURE	OTHER EXPENSES	\$ 90,390	Re-appropriating from unused 2025 encumbrance
State Patrol	863	State Patrol	OTHER EXPENSES	\$ 4,500	Increased revenue activity

NET IMPACT ON TOTAL APPROPRIATIONS \$ 190,000



TO: Mayor Tapp and City Council
FROM: Jack Evans
RE: Resolution No. 87-2026 (*submitted by Jack Evans*)
DATE: October 13, 2026

Subject Matter/Background

The existing SCADA computers at the Water Plant are more than five years old and operate continuously, 24-hours per day, 365-days per year. These computers are critical to the operation of the filtration plant, providing the interface with the PLC control system of the plant. The current system utilizes two computers for redundancy and operational reliability. Resolution No. 87-2026 authorizes an agreement with PAC Engineering to upgrade the system by replacing both SCADA computers with new hardware and updated versions of the SCADA control software, emergency auto-dialer software, and reporting software used for Ohio EPA compliance and required operational reporting. The upgrade will also include a replacement iPad that is capable of controlling plant operations as well. This project will modernize the control system for the plant, improve reliability and redundancy, maintain compatibility with current software, and provide the department with updated technology to continue to support safe and efficient operations.

Fixed Fee Cost

Intouch Dev & RT \$13,200
Win911 & Backup \$12,400
XLReporter \$2,800
(2) Dell PC's with Monitors \$7,000
(1) iPad + Case \$1,900
Total Hardware & Software \$37,300
Installation & Configuration \$5,500
Total Cost \$42,800

Financial Review

The water plant SCADA improvements will be accounted for in Fund 603, Water Capital. These SCADA improvements were included in the original 2026 budget with an estimated cost of \$40K. The slight overage in quoted cost of \$42,800 from the \$40K estimate can be accounted for within current 2026 appropriations.

Legal Review

The matter has been reviewed, follows normal administrative procedure and is properly before you.

Recommendation

If Council is in agreement with the request, a motion adopting Resolution No. 87-2026 is in order.

[Resolution No. 87-2026 PAC Engineering SCADA Contract \\$42,800 \(1\).docx](#)
[Resolution No. 87-2026 Exh A PAC Engineering.pdf](#)

RESOLUTION NO. 87-2026

Introduced by Joel Hagy

A RESOLUTION ACCEPTING THE PROPOSAL AND AUTHORIZING THE CITY MANAGER'S EXECUTION OF AN AGREEMENT WITH PAC ENGINEERING FOR THE PROCUREMENT OF UPGRADES TO THE SCADA, WIN911 AND XLREPORTER SOFTWARE, TWO (2) NEW DELL PC'S WITH MONITORS AND ONE (1) IPAD WITH CASE FOR THE HURON WATER TREATMENT PLANT IN THE AMOUNT OF FORTY-TWO THOUSAND EIGHT HUNDRED AND XX/100 DOLLARS (\$42,800.00).

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF HURON, OHIO:

SECTION 1: That the City Manager be, and he hereby is, authorized to accept the proposal and enter into an agreement with PAC Engineering to procure upgrades for the Scada, Win911 and XLReporter software, two (2) new Dell PC's with monitors, and one iPad with case for the Huron Water Treatment Plant in the amount of Forty-Two Thousand Eight Hundred and xx/100 Dollars (\$42,800.00). A copy of the Proposal is attached hereto as Exhibit "A."

SECTION 2: That this Council hereby finds and determines that all formal actions relative to the adoption of this Resolution were taken in an open meeting of the Council and that all deliberations of this Council and of its committees, if any, which resulted in formal action, were taken in meetings open to the public in full compliance with applicable legal requirements, including O.R.C. §121.22 of the Revised Code.

SECTION 3: This Resolution shall be in full force and effect from and immediately following its adoption.

Monty Tapp, Mayor

ATTEST:

Clerk of Council

ADOPTED:

October 2, 2025

Mr. Jack Evans
Water Superintendent
City of Huron
10 Waterworks Dr.
Huron, OH 44839



Reference: Huron Water Scada Upgrade
PAC proposal: HUR2504 Rev 0

Dear Jack:

In response to our discussions and your request, we are pleased to submit this proposal for the above referenced project.

PAC will procure the upgrades for the Scada, Win911 and XLReporter software. Provide (2) new Dell PC's with monitors and a new iPad with case.

PAC will install all of the software and transfer the configurations from the existing systems and deliver and setup onsite.

The **Fixed Fee Cost** for the materials and labor as identified above is **\$42,800** and broken down by the following:

Intouch Dev & RT	\$13,200
Win911 & Backup	\$12,400
XLReporter	\$2,800
(2) Dell PC's with Monitors	\$7,000
(1) iPad + Case	\$1,900
Total Hardware & Software	\$37,300
Installation & Configuration	\$5,500
Total Budget	\$42,800

We appreciate this opportunity to propose our services and look forward to building our relationship with the City of Huron. If you have any further questions or comments, please contact me at 734-777-5686 or email at: sbiela@pac-llc.com.

Sincerely,

A handwritten signature in black ink that reads 'Steve Biela'.

Steve Biela, PE
President
PAC Engineering, LLC





TO: Mayor Tapp and City Council
FROM: Jackson Schaefer
RE: Resolution No. 88-2026 (*submitted by Jackson Schaefer*)
DATE: October 13, 2026

Subject Matter/Background

AS SUBMITTED BY JACKSON SCHAEFER, SERVICE MANAGER:

The Service Department is requesting approval to purchase a replacement truck for Truck #35, a 2014 Ford F-350 with approximately 98,400 miles. The department is seeking to purchase a new F350. The new truck will be outfitted with a snowplow and will be used for daily department operations, including winter snow and ice response.

This purchase is part of the City's ongoing vehicle replacement program and will help maintain a reliable fleet by replacing vehicles as they reach the appropriate age and mileage, rather than allowing multiple vehicles to become due for replacement at the same time. This purchase was appropriated as part of the 2026 budget. The existing vehicle #35 will be sold at auction.

Three quotes were obtained (see Exhibit 1 attached hereto), with the lowest being from Valley Ford here in Huron (lower than State minimum pricing), as follows:

- Valley Ford - \$57,141.20;
- Bauman Chevrolet (2026 Silverado 3500) - \$59,230.00;
- Don Tester Ford - \$59,568.20.

Financial Review

The new truck purchase will be accounted for in Fund 403, Capital Equipment Reserve Fund. The Street Department has allocated operating funds historically to fund future asset replacements using Fund 403 as a savings account for these capital investments. The 2026 budget included appropriations of \$75K for this truck replacement, the competitive pricing obtained will allow for the purchase of the vehicle along with the snowplow upfitting within budget.

Legal Review

The matter has been reviewed, follows normal administrative procedure and is properly before you.

Recommendation

If Council is in agreement with the request, a motion adopting Resolution No. 88-2026 is in order.

[Resolution No. 88-2026 Ehx 1 Quotes.pdf](#)

[Resolution No. 88-2026 2026 Streets Department Vehicle Purchase.docx](#)

[Resolution No. 88-2026 Exh A Valley Ford Quote.pdf](#)



55 CLEVELAND RD E
HURON, OH 44839

DEAL# 58998
CUST# H3627

DATE 10/06/2026 ☒ NEW ☐ USED ☐ RENTAL ☐ DEMO FEDERAL IDENTIFICATION NO. _____
PURCHASER'S NAME CITY OF HURON (Title as Above) PHONE 419-433-9504

ADDRESS 417 MAIN ST HURON OH 44839-1652 ERIE
(Title At) (Street) (City) (State) (Zip) (County)

The Undersigned Purchaser hereby orders from Valley Ford Truck, Inc. ONE motor vehicle(s) together with (Quantity)
(Quantity) the equipment below set forth (which motor vehicle(s) and equipment are hereinafter called "said vehicle(s)") to be delivered on or about 10/06/2026 according to the following applications, terms and conditions:

MILEAGE ☐ ACCURATE
ON TRADE-IN ☒ NOT ACCURATE

ARBITRATION
I agree that any dispute arising from this transaction will go to arbitration and I have executed a detailed arbitration agreement which is fully incorporated herein. Arbitration is not required for the purchase or financing of your vehicle.
X _____

Stock No.	Yr	Mfg.	Type	VIN		
999999	2027	FORD	F-350		56660	20
N/A		ORDER C350			N/A	
N/A					N/A	

THE BUYER DOES NOT INTEND TO EQUIP THIS VEHICLE FOR USE AS A TRACTOR OR INCREASE ITS RATING ABOVE 33,000# GVW. ☐

DOCUMENT FEES 398.00

ODOMETER MILEAGE ON VEHICLE BEING PURCHASED 1 ☐ ODOMETER MILEAGE IS ACCURATE ☒ ODOMETER MILEAGE IS NOT ACCURATE

SUB TOTAL 57058.20

FEDERAL EXCISE TAX N/A

TOTAL SELLING PRICE 57058.20

SOLD "AS IS"
☐ I hereby make this purchase and accept this Used Truck knowingly without any warranty whatsoever, expressed or implied by your Co. or its Agents.

DEPOSIT RECEIPT
Purchaser hereby provides to the Dealer the sum of \$ N/A as a Non-Refundable Deposit for the vehicle described above. If this Receipt is for a Deposit, Dealer will refrain from selling the described vehicle for _____ days from the date of Deposit.

NEGATIVE EQUITY
I am aware the balance owed on my trade-in vehicle exceeds the trade-in allowance from Dealer and, as a result, I have requested that \$ N/A of negative equity from my trade-in be included in the cash price of the vehicle.

EXTENDED SERVICE CONTRACT N/A

SALES TAX N/A

30 DAY TAG AND TITLE FEES 83.00

N/A N/A

N/A N/A

N/A N/A

TOTAL CASH DELIVERED PRICE 57141.20

NON-REFUNDABLE CASH DEPOSIT SUBMITTED WITH ORDER.

N/A N/A

N/A

N/A N/A

N/A

N/A N/A

NO. OF TRADES _____ DESCRIPTION OF TRADE-IN(S) ☐ SEE ATTACHED LIST

NEGATIVE EQUITY: N/A

MAKE YEAR MODEL TYPE SERIAL NO.
N/A N/A N/A N/A N/A

ALLOWANCE FOR USED TRUCK TRADE-IN AS N/A

DOES THE TRADE HAVE A SALVAGE VEHICLE HISTORY? ☐ YES ☐ NO

CASH TO BE PAID AT TIME OF DELIVERY N/A

In conjunction with clause number 1 on the rear of this agreement, cancellation purchaser may cancel this order only on written notice from purchaser and only if seller is able to cancel said order with the manufacturer and receives confirmation of said cancellation from the manufacturer. Upon any cancellation or failure to accept delivery purchaser shall pay seller reasonable and proper cancellation charges and expenses.

TOTAL CREDIT N/A

BALANCE DUE 57141.20

(customer signature)

Seller shall also have a security interest in the proceeds of any insurance policy required or purchased in conjunction with this agreement and/or any unearned premiums of such policies. If the purchase of the motor vehicle described hereon is to be financed all disclosures required by Revised Regulation Z, Truth-in-Lending Simplification Act, will be made by the lending institution (creditor) to the purchase at the time purchaser is to be contractually obligated on the credit transaction.

NO ORAL REPRESENTATIONS HAVE BEEN MADE TO THE PURCHASER and all terms of the agreement are printed or written front and back. I understand this order requires the acceptance of the dealer or his authorized agent.

The undersigned purchaser agrees to the terms and conditions of this contract and hereby acknowledges receipt of a copy of the order and that the purchaser has read the terms and conditions on the front and back of this order. I represent that I am eighteen (18) years of age or over.

The information you see on the window form of this vehicle is part of this contract. The information on the window form overrides any contrary provisions in the contract of sale.

Not binding unless accepted by seller and credit is approved, if applicable, by financial institution. This motor vehicle contract is executed this October day of 6th, 2026

CHAD POCOCK

(Sales Representative)

(Signed) _____ (Purchaser/Firm)

THIS ORDER IS NOT VALID UNLESS SIGNED AND ACCEPTED BY DEALER.

By CITY OF HURON

BY _____

(Signature of Officer, Partner or Owner, with Title)

Warranty received and explained in its entirety.

TITLE F&I MANAGER 20 26
R02209Q (SEE REVERSE)

Date N/A Signed N/A



Preview Order 1111 - W3B 4x4 Crew Cab SRW: Order Summary Time of Preview: 10/06/2026 14:07:33 Receipt: NA

Dealership Name: Don Tester Ford Inc

Sales Code : F44305

Dealer Rep.	Peter Lepley	Type	Fleet	Vehicle Line	Superduty	Order Code	1111
Customer Name	City Of Huron	Priority	M1	Model Year	2027	Price Level	720

DESCRIPTION	MSRP	INVOICE DESCRIPTION	MSRP	INVOICE
F350 4X4 CREW CAB PICKUP/160	\$54445	\$51723 POWER SLIDING REAR WINDOW	\$505	\$459
160 INCH WHEELBASE	\$0	\$0 SNOW PLOW PREP PACKAGE	\$350	\$319
OXFORD WHITE	\$0	\$0 .350 AMP ALTERNATOR	\$0	\$0
MEDIUM DARK SLATE	\$0	\$0 TRAILER BRAKE CONTROLLER	\$300	\$273
PREFERRED EQUIPMENT PKG.610A	\$0	\$0 ROOF CLEARANCE LIGHTS	\$150	\$137
.XL TRIM	\$0	\$0 JACK	\$0	\$0
.AIR CONDITIONING -- CFC FREE	\$0	\$0 WHEEL WELL LINERS FRONT & REAR	\$325	\$296
.AM/FM STEREO MP3/CLK	\$0	\$0 LED BOX LIGHTING	\$160	\$145
.7.3L DEVCT NA PFI V8 ENGINE	\$0	\$0 UPFITTER SWITCHES	\$250	\$228
.10-SPEED AUTO TORQSHIFT	\$0	\$0 DROP-IN BEDLINER	\$380	\$346
3.73 ELECTRONIC-LOCKING AXLE	\$0	\$0 DUAL BATTERY	\$210	\$191
JOB #1 ORDER	\$0	\$0 RETRACTABLE REAR BED STEP	\$410	\$373
FLEET ADVERTISING CREDIT	\$0	\$-965 RETRACTABLE BED SIDE-STEP	\$820	\$746
STX APPEARANCE PACKAGE	\$3115	\$2834 PRIVACY GLASS	\$100	\$91
.LT275/65R20E BSW ALL-TERRAIN	\$0	\$0 CONN PKG:1 YR INCL W/FORD APP	\$0	\$0
.DARK CARBONIZED ALNMN-20" WHL	\$0	\$0 SECURITY PACKAGE: 1 YR INCL	\$0	\$0
.CLOTH 40/20/40 SEAT	\$0	\$0 FUEL CHARGE	\$0	\$17.20
FX4 OFF-ROAD PACKAGE	\$650	\$592 NATIONAL FLEET INCENTIVE (56M)	\$0	\$-1500
.SKID PLATES	\$0	\$0 PRICED DORA	\$0	\$0
PLATFORM RUNNING BOARDS	\$445	\$405 ADVERTISING ASSESSMENT	\$0	\$0
11499# GVWR PACKAGE	\$0	\$0 DESTINATION & DELIVERY	\$2795	\$2795
50 STATE EMISSIONS	\$0	\$0 BED HOOKS BY BULLRING	\$70	\$63
BACKGLASS DEFROST	\$0	\$0 TOTAL DIO OPTS	\$70	\$63
TOTAL BASE AND OPTIONS		MSRP	INVOICE	
		\$65480	\$59568.20	
DISCOUNTS		NA	NA	
TOTAL		\$65480	\$59568.20	

ORDERING FIN: QC890 END USER FIN: QC890

Customer Name:
Customer Address:

Customer Email:
Customer Phone:

Customer Signature Date

This order has not been submitted to the order bank.

This is not an invoice.



2026 SILVERADO 3500 SRW CREW WT 4WD

EXTERIOR: SUMMIT WHITE
INTERIOR: JET BLACK

ENGINE: 6.6L V8 GASOLINE
TRANS: ALLISON 10-SPEED AUTO

PULL THIS STRIP TO EXPOSE ADHESIVE



STANDARD EQUIPMENT

ITEMS FEATURED BELOW ARE INCLUDED AT NO EXTRA CHARGE IN THE STANDARD VEHICLE PRICE SHOWN

OWNER BENEFITS

- 3 YEAR / 36,000 MILE* BUMPER-TO-BUMPER LIMITED WARRANTY
- 5 YEAR / 60,000 MILE* POWERTRAIN LIMITED WARRANTY, ROADSIDE ASSISTANCE & COURTESY TRANSPORTATION
- FIRST MAINTENANCE VISIT
- *WHICHEVER COMES FIRST SEE CHEVROLET.COM OR DEALER FOR TERMS, DETAILS & LIMITS

SAFETY & SECURITY

- AUTOMATIC EMERGENCY BRAKING
- FORWARD COLLISION ALERT
- FRONT PEDESTRIAN BRAKING
- LANE DEPARTURE WARNING
- FOLLOWING DISTANCE INDICATOR
- INTELLIBEAM

- REAR VISION CAMERA
- BUCKLE TO DRIVE
- TEEN DRIVER MODE

PERFORMANCE & MECHANICAL

- AUTO-LOCKING REAR DIFF
- ELECTRONIC TRANSFER CASE
- INDEPENDENT FRONT SUSPENSION
- MULTI-LEAF REAR SPRING SUSP
- ALL-TERRAIN TIRES
- TRAILERING PACKAGE WITH HITCH GUIDANCE
- TRAILER BRAKE CONTROLLER

CONNECTIVITY & TECHNOLOGY

- CHEVROLET INFOTAINMENT 3 7" DIAG COLOR TOUCHSCREEN
- ADDITIONAL FEATURES FOR COMPATIBLE PHONES INCLUDE: BLUETOOTH AUDIO STREAMING VOICE COMMAND PASSTHROUGH TO PHONE, WIRELESS APPLE CAR-PLAY AND ANDROID AUTO CAPABLE
- 8 YEARS ONSTAR BASICS

- SEE ONSTAR.COM FOR TERMS
- DRIVER INFORMATION CENTER
 - REMOTE KEYLESS ENTRY
 - PUSH BUTTON START

INTERIOR

- AIR CONDITIONING
- FRONT 40/20/40 BENCH SEATS W/ UNDER SEAT STORAGE
- 60/40 REAR FOLDING BENCH SEAT
- POWER DOOR LOCKS
- POWER WINDOWS

EXTERIOR

- CORNERSTEP REAR BUMPER
- FRONT RECOVERY HOOKS

MANUFACTURER'S SUGGESTED RETAIL PRICE

STANDARD VEHICLE PRICE \$53,400.00

OPTIONS & PRICING

OPTIONS INSTALLED BY THE MANUFACTURER (MAY REPLACE STANDARD EQUIPMENT SHOWN)

WT CONVENIENCE PACKAGE	785.00
• EZ LIFT, POWER LOCK & RELEASE TAILGATE	
• DEEP-TINTED GLASS	
• REAR-WINDOW DEFOGGER	
• TRAILERING MIRRORS, HEATED & POWER-ADJUSTABLE	
BLACK WORK STEP (DEALER INSTALLED)	575.00
CHEVYTEC SPRAY-ON BEDLINER	545.00
18" MACHINED ALUM WHEELS	350.00
W/ SILVER ACCENTS	
SNOW PLOW PREP/CAMPER PACKAGE:	300.00
• ALTERNATOR; 220 AMPS	
• INCREASED FRONT GAWR	
• SKID PLATES	
• ROOF EMERGENCY LIGHT PROVISIONS W/ PASS THROUGH	
120V INTERIOR AND CARGO BED	225.00
POWER OUTLET	
CHROME BUMPERS	200.00
LED ROOF MARKER LAMPS	55.00
REAR AXLE: 3.73 RATIO	INC.

Visit us at www.chevy.com

GVWR: 11,550 LBS. (5,239 KG)	INC.
TOTAL OPTIONS	\$3,035.00
TOTAL VEHICLE & OPTIONS	\$56,435.00
DESTINATION CHARGE	2,795.00

TOTAL VEHICLE PRICE* \$59,230.00

California Air Resources Board

Gasoline Vehicle

Environmental Performance

These ratings are not directly comparable to the U.S. EPA/DOT light-duty vehicle label ratings. For information on how to compare, please see www.arb.ca.gov/ep_label.

Protect the environment. Choose vehicles with **higher ratings**:

Greenhouse Gas Rating (tailpipe only)



Smog Rating (tailpipe only)



This label has been applied pursuant to Federal law - Do not remove prior to delivery to the ultimate purchaser. *Includes Manufacturer's Recommended Pre-Delivery Service. Does not include dealer installed options and accessories not listed above, local taxes or license fees.

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RESOLUTION NO. 88-2026

Introduced by: Tom Harris

A RESOLUTION AUTHORIZING THE CITY MANAGER, ON BEHALF OF THE STREETS DEPARTMENT, TO ENTER INTO AN AGREEMENT WITH VALLEY FORD OF HURON FOR THE PURCHASE OF A 2027 FORD F-350 VEHICLE IN AN AMOUNT NOT TO EXCEED FIFTY-SEVEN THOUSAND ONEHUNDRED FORTY-ONE AND 20/100 DOLLARS (\$57,141.20)

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF HURON AS FOLLOWS:

SECTION 1. That the Council of the City of Huron authorizes and directs the City Manager, on behalf of the Streets Department, to enter into an agreement with Valley Ford of Huron for the purchase of a new truck, specifically, a 2027 Ford F-350 Pickup Truck, as further described in Exhibit "A" attached hereto, in an amount not to exceed Fifty-Seven Thousand One Hundred Forty-One and 20/100 Dollars (\$57,141.20).

SECTION 2. That this Council hereby finds and determines that all formal actions relative to the adoption of this Resolution were taken in an open meeting of the Council and that all deliberations of this Council and of its committees, if any, which resulted in formal action, were taken in meetings open to the public in full compliance with applicable legal requirements, including O.R.C. §121.22 of the Revised Code

SECTION 3. That this Resolution shall go into effect and be in full force and effect immediately upon its passage.

Monty Tapp, Mayor

ATTEST: _____
Clerk of Council

ADOPTED: _____



55 CLEVELAND RD E
HURON, OH 44839

DEAL# 58998
CUST# H3627

DATE 10/06/2026 ☒ NEW ☐ USED ☐ RENTAL ☐ DEMO FEDERAL IDENTIFICATION NO. _____
PURCHASER'S NAME CITY OF HURON (Title as Above) PHONE 419-433-9504

ADDRESS 417 MAIN ST HURON OH 44839-1652 ERIE
(Title At) (Street) (City) (State) (Zip) (County)

The Undersigned Purchaser hereby orders from Valley Ford Truck, Inc. ONE motor vehicle(s) together with (Quantity)
(Quantity) the equipment below set forth (which motor vehicle(s) and equipment are hereinafter called "said vehicle(s)") to be delivered on or about 10/06/2026 according to the following applications, terms and conditions:

ARBITRATION I agree that any dispute arising from this transaction will go to arbitration and I have executed a detailed arbitration agreement which is fully incorporated herein. Arbitration is not required for the purchase or financing of your vehicle. X _____	Stock No.	Yr	Mfg.	Type	VIN	ON TRADE-IN _____ ☒ NOT ACCURATE		
	999999	2027	FORD	F-350		56660	20	
	N/A	ORDER C350					N/A	
	N/A						N/A	

THE BUYER DOES NOT INTEND TO EQUIP THIS VEHICLE FOR USE AS A TRACTOR OR INCREASE ITS RATING ABOVE 33,000# GVW. ☐

ODOMETER MILEAGE ON VEHICLE BEING PURCHASED 1 ☐ ODOMETER MILEAGE IS ACCURATE ☒ ODOMETER MILEAGE IS NOT ACCURATE

SOLD "AS IS" ☐ I hereby make this purchase and accept this Used Truck knowingly without any warranty whatsoever, expressed or implied by your Co. or its Agents. Customer's Signature _____	DEPOSIT RECEIPT Purchaser hereby provides to the Dealer the sum of \$ <u>N/A</u> as a Non-Refundable Deposit for the vehicle described above. If this Receipt is for a Deposit, Dealer will refrain from selling the described vehicle for _____ days from the date of Deposit. X _____	NEGATIVE EQUITY I am aware the balance owed on my trade-in vehicle exceeds the trade-in allowance from Dealer and, as a result, I have requested that \$ <u>N/A</u> of negative equity from my trade-in be included in the cash price of the vehicle. X _____	DOCUMENT FEES	398.00
			SUB TOTAL	57058.20
			FEDERAL EXCISE TAX	N/A
			TOTAL SELLING PRICE	57058.20
			EXTENDED SERVICE CONTRACT	N/A
			SALES TAX	N/A

NON-REFUNDABLE CASH DEPOSIT SUBMITTED WITH ORDER.	N/A	N/A
N/A	N/A	N/A
N/A	N/A	N/A

NO. OF TRADES	DESCRIPTION OF TRADE-IN(S)	SEE ATTACHED LIST	NEGATIVE EQUITY:	N/A
MAKE	YEAR	MODEL	TYPE	SERIAL NO.
N/A	N/A	N/A	N/A	N/A
DOES THE TRADE HAVE A SALVAGE VEHICLE HISTORY? ☐ YES ☐ NO			ALLOWANCE FOR USED TRUCK TRADE-IN AS CASH TO BE PAID AT TIME OF DELIVERY	N/A
			TOTAL CREDIT	N/A
			BALANCE DUE	57141.20

In conjunction with clause number 1 on the rear of this agreement, cancellation purchaser may cancel this order only on written notice from purchaser and only if seller is able to cancel said order with the manufacturer and receives confirmation of said cancellation from the manufacturer. Upon any cancellation or failure to accept delivery purchaser shall pay seller reasonable and proper cancellation charges and expenses.

(customer signature)

Seller shall also have a security interest in the proceeds of any insurance policy required or purchased in conjunction with this agreement and/or any unearned premiums of such policies. If the purchase of the motor vehicle described hereon is to be financed all disclosures required by Revised Regulation Z, Truth-in-Lending Simplification Act, will be made by the lending institution (creditor) to the purchase at the time purchaser is to be contractually obligated on the credit transaction.

NO ORAL REPRESENTATIONS HAVE BEEN MADE TO THE PURCHASER and all terms of the agreement are printed or written front and back. I understand this order requires the acceptance of the dealer or his authorized agent.

The undersigned purchaser agrees to the terms and conditions of this contract and hereby acknowledges receipt of a copy of the order and that the purchaser has read the terms and conditions on the front and back of this order. I represent that I am eighteen (18) years of age or over.

The information you see on the window form of this vehicle is part of this contract. The information on the window form overrides any contrary provisions in the contract of sale.

Not binding unless accepted by seller and credit is approved, if applicable, by financial institution. This motor vehicle contract is executed this October day of 6th, 2026

CHAD POCOCK

(Sales Representative)

THIS ORDER IS NOT VALID UNLESS SIGNED AND ACCEPTED BY DEALER.

BY _____

TITLE F&I MANAGER

RO2209Q

20 26
(SEE REVERSE)

(Signed) _____ (Purchaser/Firm)

By CITY OF HURON

(Signature of Officer, Partner or Owner, with Title)

Warranty received and explained in its entirety.

Date N/A Signed N/A



TO: Mayor Tapp and City Council
FROM: Jackson Schaefer
RE: Resolution No. 89-2026 (*submitted by Jackson Schaefer*)
DATE: October 13, 2026

Subject Matter/Background

Resolution No. 89-2026 authorizes an agreement with Maintenance Systems of Northern Ohio for provision of crack sealing in two areas of the City, namely:

- - on Main Street from south of the railroad tracks south to Riverside Drive (excluding section crack sealed earlier this year); and
- - on Bogart Road from Main Street west to the City limits (new pavement).

There is an "allowance" of 150 boxes on Main Street and 225 boxes on Bogart Road. Because the amount of fracturing in the pavement makes it difficult to predict how much materials will actually be used, the contractor will bill for the actual amount of material used, up to the allowance amount.

While Staff have carried out a lot of crack sealing in-house this year, there is a backlog. Staff will typically do smaller, quieter streets and will engage Maintenance Systems to carry out the bigger collector roads.

Financial Review

The proposed expense will be accounted for in the Streets Fund (212).

Legal Review

The matter has been reviewed, follows normal administrative procedure and is properly before you.

Recommendation

If Council is in agreement with the request, a motion adopting Resolution No. 89-2026 is in order.

[Resolution No. 89-2025 Maintenance Systems of Northern Ohio Crack Sealing \\$36,000 \(1\).docx](#)

[Resolution No. 89-2026 Exh A.pdf](#)

RESOLUTION NO. 89-2026

Introduced by Tom Harris

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ACCEPT THE PROPOSAL AND ENTER INTO AN AGREEMENT WITH MAINTENANCE SYSTEMS OF NORTHERN OHIO FOR ROADWAY CRACK SEALING SERVICES IN AN AMOUNT NOT TO EXCEED THIRTY-SIX THOUSAND AND XX/100 DOLLARS (\$36,000.00)

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF HURON, OHIO:

SECTION 1. That the City Manager shall be, and he hereby is, authorized and directed to accept the proposal and enter into an agreement with Maintenance Systems of Northern Ohio for roadway crack sealing services in the amount of Thirty-Six Thousand and xx/100 Dollars (\$36,000.00). A copy of the proposal is attached hereto as Exhibit A and incorporated herein by reference.

SECTION 2. That this Council hereby finds and determines that all formal actions relative to the adoption of this Resolution were taken in an open meeting of this Council and that all deliberations of this Council and of its Committees, if any, which resulted in formal action, were taken in meetings open to the public in full compliance with applicable legal requirements, including O.R.C. §121.22.

SECTION 3. That this Resolution shall be in full force and effect from and immediately after its adoption.

Monty Tapp, Mayor

ATTEST: _____
Clerk of Council

ADOPTED: _____

Maintenance Systems

Mailing Address:
P.O. Box 1203
Elyria, OH 44036

Office Address:
42200 Albrecht Rd.
Elyria, OH 44035

Online:
www.msnoh.com

Contact:
Phone: 440-323-1291



RECIPIENT:

City of Huron

417 Main St.
Huron, Ohio 44839
Phone: 419-433-5000

SERVICE ADDRESS:

Bogart Road
Huron, Ohio 44839

Quote #7215

Sent on 09/25/2026

Quote Term: Quoted price valid for 30 Days

Total \$36,000.00

Product/Service	Description	Qty.	Unit Price	Total
Crack Sealing	For cracksealing Main St from south of railroad tracks south to Riverside Dr. Excludes section that was already cracksealed earlier this year. Sealing structural cracks (1/4" wide) is the primary focus. Areas such as potholes, alligator cracks, or wide cracks (larger than 1.5 inches wide) should be avoided. These areas should be monitored for asphalt replacement. Note: One unit or box will fill about 150-200 feet of crack.	225	\$80.00	\$18,000.00*
Crack Sealing	For cracksealing Bogart Rd from Main St. west to city limits (new pavement).	225	\$80.00	\$18,000.00*
Crack Sealing	Estimates are an "allowance" of 150 boxes on Main St and 225 boxes on Bogart Rd. The amount of fracturing in the pavement makes it difficult to predict how much material will actually be used. MSNOH will bill for actual amount of material used. MSNOH can install additional material upon customer request and approval.			

* Non-taxable

Subtotal	\$36,000.00
Lorain County (6.5%)	\$0.00
Total	\$36,000.00

Maintenance Systems

Mailing Address:
P.O. Box 1203
Elyria, OH 44036

Office Address:
42200 Albrecht Rd.
Elyria, OH 44035

Online:
www.msnoh.com

Contact:
Phone: 440-323-1291



Terms and Conditions

Proposal pricing only includes the line items and quantities listed. If a different quantity of specified line item or another work type is desired it may be quoted as additional. All prices may change due to supply chain, fuel, and labor fluctuations. Credit card payments incur a service fee. Customers will be notified of price changes (if any) before work starts. Any additional costs must be approved by the owner via text or email.

****Asphalt & Concrete Repair**:** Patching maintains pavement but does not replace full paving or address drainage issues. MSNOH is not liable for unknown subsurface conditions. Areas needing excavation attention will be marked for OUPS as required by law.

****Crack Sealing**** Settling of the crack sealant may occur inside the crack, this is normal and does not eliminate its effectiveness. Quantity listed is based on a relative amount of material and not an absolute amount. Every crack in pavement will not be sealed; MSNOH will perform the work as specified herewithin.

****Asphalt Coatings**:** Poor pavement affects coating appearance. MSNOH is not responsible for irregularities or wear near damaged pavement. These areas will not carry a warranty. Pavement will be cleared of debris. Cleaning large amounts will incur extra charges. Grass will be trimmed but may regrow.

****Striping**:** If pavement hasn't been coated by MSNOH, cleaning will incur an extra charge. Poor pavement conditions may affect marking appearance; MSNOH is not liable for irregularities. Paint may not adhere to certain concrete surfaces; this work is not warranted.

****Mobilizations**:** Jobs are bid on a specific number of mobilizations. Extra mobilizations will incur additional charges.

****Scheduling**:** Lead time depends on job concentration and weather. Scheduling and completion dates may change. Restricted access may delay completion. Customers needing work done on Memorial Day, 4th of July, Labor Day, and or Sundays will be charged an extra fee to cover labor premium pay.

****Acceptance of Proposal**:** The prices, specifications, and conditions are accepted. You authorize MSNOH to proceed with the work. The customer agrees to pay the full amount upon invoice receipt.

The information transmitted herewith is privileged and confidential. It is intended solely for the review and use of the named recipient. Any other review or distribution is prohibited.

Signature: _____ Date: _____