

## Terri Corner

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**Subject:** FW: Aspen Trails Project  
**Attachments:** AspenTrailsRemainder2018-TIA\_approved.pdf

**From:** Matthew Loeffler [<mailto:LoefflerM@bceo.org>]  
**Sent:** Tuesday, November 6, 2018 10:26 AM  
**To:** Wardell Wilcox <[wardellwilcox@bayerbecker.com](mailto:wardellwilcox@bayerbecker.com)>  
**Cc:** Eric Pottenger <[PottengerE@bceo.org](mailto:PottengerE@bceo.org)>; Teresa Barnes <[BarnesT@bceo.org](mailto:BarnesT@bceo.org)>; Bryan Behrmann <[bbehrmann@liberty-township.com](mailto:bbehrmann@liberty-township.com)>; Andy Juengling ([ajuengling@liberty-township.com](mailto:ajuengling@liberty-township.com)) <[ajuengling@liberty-township.com](mailto:ajuengling@liberty-township.com)>  
**Subject:** RE: Aspen Trails Project

Good morning, Wardell.

Thanks for the reminder.

I reviewed the trip comparison memorandum that you submitted on October 31, 2018 for Aspen Trails Remainder. Since the most recent proposed land use produces less trips than the land uses proposed in the original approved TIS, no further analysis or improvements are required. The BCEO will still need to review the internal proposed drive location to make sure it meets our access management requirements. Thank you.

Matthew J. Loeffler, PE  
BCEO Traffic Engineer  
1921 Fairgrove Avenue (SR 4)  
Hamilton, Ohio 45011  
513-785-4109  
[www.bceo.org/traffic](http://www.bceo.org/traffic)

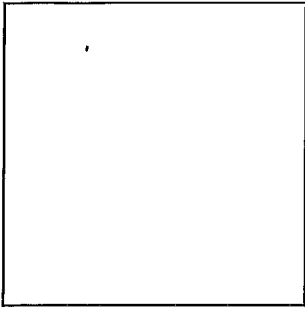
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**From:** Wardell Wilcox [<mailto:wardellwilcox@bayerbecker.com>]  
**Sent:** Tuesday, November 06, 2018 8:50 AM  
**To:** Matthew Loeffler  
**Subject:** Aspen Trails Project

Good Morning Matt,

Can you please update me on your review of the Trip Generation Memo for the Aspen Trails Project? We have a planning commission meeting next week.

Thanks,



**Wardell Wilcox, PTP**  
Senior Transportation Planner

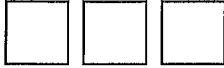
**D:** 513-492-9844

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Meets Functionality*


**Civil Engineers | Transportation Engineers | Landscape Architects | Planners | Land Surveyors**

## Memorandum

Date: October 31, 2018

To: Matthew Loeffler, PE, Butler County Engineer's Office

Cc: Don Dixon, Carepointe Development  
Etta Reed, PE, Bayer Becker

From: Wardell Wilcox, PTP, Bayer Becker 

Subject: Aspen Trails Remainder Development – Trip Generation Comparison



APPROVED  
 11/6/18

Matt,

Bayer Becker has completed a review of the trip generation comparison between the originally approved Mehl Farm and Aspen Trails Development completed in November 2003 and the current plans for the Aspen Trails Remainder Development dated October 2018. The proposed Aspen Trails Remainder Development is located in the northeast quadrant of the SR 747 and Kyles Station Road intersection, Liberty Township, Butler County Ohio.

The proposed Aspen Trails Remainder Development will replace the originally proposed 252,067 square feet (SF) of retail uses and 38 single-family residential lots with the following land uses and densities:

- 18,000 SF retail.
- 192 Multi-Family Residential Dwelling Units.
- 61 Senior Adult Housing – Detached Dwelling Units.

The trip generation comparison between the original (undeveloped section) and the proposed site development plans are shown in Table 1 on the following page.

6900 Tylersville Road, Suite A  
Mason, OH 45040  
513-336-6600

318 South College Avenue  
Oxford, OH 45056  
513-523-4270

1404 Race Street, Suite 204  
Cincinnati, OH 45202  
513-336-6600

209 Grandview Drive  
Fort Mitchell, KY 41017  
859-261-1113

<http://www.bayerbecker.com>



October 30, 2018

**Memorandum**

Aspen Trails Remainder Development – Trip Generation Comparison

Page 2

**Table 2**  
**Trip Generation Comparison**

Land Use	ITE Code*	Size	Unit	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Approved Mehl Farm and Aspen Trail Development – 2003 (Undeveloped Aspen Trail Section)*									
Single-Family Detached Housing	210	38	DU	7	21	28	25	14	39
External Trips (After Internal Capture)				7	21	28	17	6	23
Specialty Retail Center	814	76.614	TSF	-	-	-	85	113	198
Supermarket	850	50.000		112	72	184	279	268	547
External Trips (After Internal Capture)				112	72	184	204	204	408
Pass-By Trips @ 36% PM				-	-	-	-73	-73	-146
Specialty Retail Center	814	125.453	TSF	-	-	-	140	185	325
Mehl Farm and Aspen Trail Total				119	93	212	446	508	954
Proposed Aspen Trails Remainder Development - 2018									
Multi-Family Housing	220	192	DU	20	69	89	67	39	106
Senior Adult Housing - Detached	251	61	DU	9	19	28	20	13	33
Shopping Center	820	18	TSF	100	61	161	73	80	153
Pass-By Trips @ 34% PM				-	-	-	-25	-27	-52
New Trips				100	61	161	48	53	101
Total Generated Trips=				129	149	278	160	132	292
Total Pass-By Trip Reductions=				-	-	-	-25	-27	-52
Proposed Aspen Trails Total				129	149	278	135	105	240
Trip Comparison Difference (Original vs Proposed)									
				10	56	66	-311	-403	-714

\* Extracted from Traffic Impact Study for Mehl Farm and Aspen Trails, dated November 2003. See Attachment.

\*\* Institute of Transportation Engineers (ITE) - *Trip Generation Manual*, 10<sup>th</sup> Edition. See Attachment.

Based on the estimates shown in Table 1, the revised plan for the Aspen Trails Development will not exceed the prior trip estimates of the originally proposed land uses in the Mehl Farm and Aspen Trails Traffic Impact Study. It should be noted that the AM Peak does exceed the original trip estimates because the shopping center category was selected for a more conservative assessment of the potential retail land use.

Should additional traffic study work be required by the County for this change, Bayer Becker will satisfy these additional requirements.

Feel free to contact with any questions at 513-336-6600.



Rick Stein, Certified Planner (AICP)  
Principal & Owner  
Urban Decision Group, LLC  
Westerville, OH 43081  
Phone: 614-383-8447  
Email: [rstein@urbandecisiongroup.com](mailto:rstein@urbandecisiongroup.com)

**Aspen Trails Remainder Planned Unit Development  
Liberty Township, Butler County, Ohio  
Residential and Commercial Parking Analysis**

Urban Decision Group (UDG) has been tasked with assessing the proposed parking arrangement for the Aspen Trails Remainder Planned Unit Development in Liberty Township, Butler County, Ohio. The following analysis summarizes the project and the applicable Liberty Township Zoning Resolution parking requirements and our conclusions as to why we believe that a variance to the minimum parking requirement is a reasonable request.

**The Development**

Aspen Trails LLC is proposing a mixed-use multigenerational living community and retail development by the name of Aspen Trails at the northeast corner of Kyles Station Road and State Route 747 in Liberty Township. The residential portion of the project will include 192 living units of which 134 will be two-bedroom units and the remaining 58 will be one-bedroom units. The project will also include 18,000 square feet of commercial space with a mix of retail and office uses.

The on-site parking provided for this project will consist of 416 total spaces. 356 spaces will be dedicated to the living units and 60 will be dedicated to the commercial portion with a shared parking arrangement for residential use. The dedicated spaces for the living units will be divided among attached garages, detached garages and surface parking.

**Liberty Township Zoning Code Parking Requirements**

According to the Liberty Township Zoning Resolution, the required number of parking spaces for Retail and Service Commercial Sales is one space for every 300 square feet of floor area up to 20,000 square feet. The required number of parking spaces for the 18,000 square feet of retail space in this project is 60. This amount has been accounted for in the project plans.

The Zoning Resolution's parking requirement for multi-family housing is two spaces per dwelling unit. This requires the 192 dwelling units in this development to be

accompanied by 384 parking spaces. As mentioned, the plan includes only 356 parking spaces for the residential units.

In the event that one project contains multiple uses, the Zoning Resolution states that “the parking spaces required shall equal the sum of the requirements of the various uses computed separately.” Using these standards, the project requires a total of 444 parking spaces. There are 416 total parking spaces currently proposed for Aspen Trails Remainder.

### **Request for Variance**

UDG believes that the 416 proposed parking spaces are sufficient enough to accommodate all future residents, employees, and patrons who will park their vehicles at this property at any given time of the day and that a variance to the required parking minimum per the Zoning Resolution is a reasonable request based on the following evidence.

First, the parking requirement within the Zoning Resolution assumes an average of two-vehicles per unit. 58 of the units in this project will be one-bedroom and will most likely be occupied by one-person, although there is a possibility that some of these units could be occupied by two adult drivers. The remaining units (134) will be two-bedrooms and most likely be occupied by two adult drivers, although this is not a certainty either. Using this information, we find the 356 proposed residential spaces to be adequate for serving the residents of the 192 dwelling units when considering other factors, such as sharing the additional 60 commercial parking spaces.

Second, because this project is designed to accommodate multi-generational families, many of the units will have access to adjoining units. This living arrangement is geared towards families that want to share housing with grandparents, either for child care purposes or because the adult children are caring for their elderly parents. It is also designed to accommodate parents that are caring for an adult child with special needs. In each of these cases there is a strong possibility that the two adjoining units will share vehicles, or one unit will not need a vehicle at all.

Third, more parking can be used for residential purposes if necessary, through shared parking of the 60 commercial spaces. If we assume that 50 percent of the commercial space (9,000) square feet will be used for offices that are generally open between 9:00 am and 5:00 pm, this opens up an additional 30 spaces for use by residents after 5:00 pm. This brings the total of effective parking spaces up from 416 to 446.

The fourth reason for allowing a variance in this case pertains to the Shared Parking Factor. The Shared Parking Factor was developed by the Center for Applied Transect Studies as a way to calculate the parking needed when there are two uses in one development that share parking (see Appendix A). This concept has been part of their SmartCode guide to form-based coding for over a decade and is based on

decades of empirical research. This method has been adopted as standard by most municipalities that use form-based coding, including the City of Cincinnati (see Appendix B). The table below is a guide to the multiplier that should be used when two uses are involved.

Center for Applied Transect Studies					
Shared Parking Factor					
USE	Residential	Lodging	Office	Retail/Service	Restaurant
Residential	1.0	1.1	1.4	1.2	1.1
Lodging	1.1	1.0	1.7	1.3	1.3
Office	1.4	1.7	1.0	1.2	1.2
Retail/Service	1.2	1.3	1.2	1.0	1.1
Restaurant	1.1	1.3	1.2	1.0	1.0

Source: Center for Applied Transect Studies SmartCode

In order to calculate the number of effective parking spots when two uses share parking, simply multiply the number of parking spaces by the Shared Parking Factor. In the case of Aspen Trails, the number of effective parking spaces is  $416 \times 1.2 = 499.2$ . This number is 55 spaces more than the amount required by code, and the multiplier is even higher when residential and office uses are shared.

Finally, our last piece of evidence verifying that 416 spaces will be sufficient is the multi-family parking requirement for the nearby city of Hamilton. Hamilton's Zoning Ordinance requires only 1.5 parking spaces per dwelling unit for multi-family housing developments (see Appendix C). Under this requirement, the 192 units at Aspen Trails would only require 288 parking spaces, 68 less spaces than the plan provides.

## Conclusions

Based on all of the project information that the developer has provided and evidence from authoritative sources in the planning and transportation community, we believe that the current parking plan is sufficient enough to accommodate the needs of the proposed Aspen Trails Remainder development. The key factor to avoid any parking conflicts between residents and the patrons and employees of the commercial businesses will be a sound shared parking arrangement that is enforced either through signage or a parking pass system. In addition to this analysis we have also attached supporting documentation as appendices.

# **APPENDIX A**



# SMARTCODE

VERSION 9.2

# INTRODUCTION

## About the SmartCode

The SmartCode is a form-based code that incorporates Smart Growth and New Urbanism principles. It is a unified development ordinance, addressing development at all scales of design, from regional planning on down to the building signage. It is based on the rural-to-urban transect rather than separated-use zoning, thereby able to integrate a full range of environmental techniques. Because the SmartCode envisions intentional outcomes based on known patterns of urban design, it is a more succinct and efficient document than most conventional codes.

The model SmartCode is freeware, available in an editable format from the websites [www.smartcodecentral.org](http://www.smartcodecentral.org) and [www.transect.org](http://www.transect.org).

The SmartCode is a model ordinance. It is not persuasive and instructive like a guideline, nor is it intentionally general like a vision statement. It is meant to be law, precise and technical, administered by municipal planning departments and interpreted by elected representatives of local government. The SmartCode is designed to be calibrated to local circumstances, ideally with the participation of the local citizens.

This booklet, *SmartCode Version 9.2*, presents the entire 56-page base code in compact form. Another publication, a printed calibrator's Manual, the *SmartCode Version 9 and Manual*, offers a fully annotated SmartCode Version 9.2, and an extended appendix with sample plans, step-by-step procedures, illustrations, historical commentary, checklists, and resources. In addition, there are numerous supplementary Modules, as listed here in the Table of Contents. The Manual is useful for anyone who is considering calibrating and adopting the SmartCode for a project, city, or region. To date (early 2009), over 100 American municipalities and counties have calibrated the SmartCode, with 25 adoptions and many more in process. These numbers do not include scores of private developments.

The official text of the SmartCode appears in a **sans serif font like this**. The introductory commentary appears in a **serif font like this**. **Green text** indicates items that should be considered for calibration.

## Codes and the SmartCode

Consider the most-loved towns of North America. They were either carefully planned, or they evolved as compact, mixed use places because of their geography and the limits of the transportation and economics of their time. However, over the past sixty years, places have evolved in a completely different pattern. They have spread loosely along highways and haphazardly across the countryside, enabled by the widespread ownership of automobiles, by cheap petroleum and cheap land, and by generalized wealth.

Such patterns are enabled by zoning codes that separate dwellings from workplaces, shops, and schools. These codes include design standards that favor the automobile over the pedestrian, and are unable to resist the homogenizing effects of globalization.

These practices have produced banal housing subdivisions, business parks, strip shopping, big box stores, enormous parking lots, and sadly gutted downtowns. They have caused the proliferation of drive-by eateries and billboards. They have made walking or cycling dangerous or unpleasant. They have made children, the elderly, and the poor utterly dependent on those who can drive, even for ordinary daily needs. They have caused the simultaneous destruction of both towns and open space -- the 20th century phenomenon known as sprawl.

The form of our built environment needs a 21st century correction. But in most places it is actually illegal to build in a traditional neighborhood pattern. The existing codes prevent it. In most places people do not have a choice between sprawl and traditional urbanism. Codes favor sprawl and isolated residential subdivisions. It is not a level playing field.

The SmartCode was created to deal with this problem at the point of decisive impact -- the intersection of law and design. It is a form-based code, meaning it envisions and encourages a certain physical outcome -- the form of the region, community, block, and/or building. Form-based codes are fundamentally different from conventional codes that are based primarily on use and statistics -- none of which envision or require any particular physical outcome.

The SmartCode is a tool that guides the form of the built environment in order to create and protect development patterns that are compact, walkable, and mixed use. These traditional neighborhood patterns tend to be stimulating, safe, and ecologically sustainable. The SmartCode requires a mix of uses within walking distance of dwellings, so residents aren't forced to drive everywhere. It supports a connected network to relieve traffic congestion. At the same time, it preserves open lands, as it operates at the scale of the region as well as the community.

**TABLE 10: Building Function.** This table categorizes Building Functions within Transect Zones. Parking requirements are correlated to functional intensity. For Specific Function and Use permitted By Right or by Warrant, see Table 12.

	T2   T3	T4	T5   T6
<b>a. RESIDENTIAL</b>	<b>Restricted Residential:</b> The number of dwellings on each Lot is restricted to one within a Principal Building and one within an Accessory Building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the Accessory Unit shall not exceed 440 sf, excluding the parking area.	<b>Limited Residential:</b> The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).	<b>Open Residential:</b> The number of dwellings on each Lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).
<b>b. LODGING</b>	<b>Restricted Lodging:</b> The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed <b>ten</b> days.	<b>Limited Lodging:</b> The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed <b>ten</b> days.	<b>Open Lodging:</b> The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom. Food service may be provided at all times. The area allocated for food service shall be calculated and provided with parking according to Retail Function.
<b>c. OFFICE</b>	<b>Restricted Office:</b> The building area available for office use on each Lot is restricted to the first Story of the Principal or the Accessory Building and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	<b>Limited Office:</b> The building area available for office use on each Lot is limited to the first Story of the principal building and/or to the Accessory building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	<b>Open Office:</b> The building area available for office use on each Lot is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net office space.
<b>d. RETAIL</b>	<b>Restricted Retail:</b> The building area available for Retail use is restricted to one Block corner location at the first Story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 20.	<b>Limited Retail:</b> The building area available for Retail use is limited to the first Story of buildings at corner locations, not more than one per Block, and by the requirement of 4.0 assigned parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.	<b>Open Retail:</b> The building area available for Retail use is limited by the requirement of 3.0 assigned parking places per 1000 square feet of net Retail space. Retail spaces under 1500 square feet are exempt from parking requirements.
<b>e. CIVIC</b>	See Table 12	See Table 12	See Table 12
<b>f. OTHER</b>	See Table 12	See Table 12	See Table 12

**TABLE 11: Parking Calculations.** The Shared Parking Factor for two Functions, when divided into the sum of the two amounts as listed on the Required Parking table below, produces the Effective Parking needed for each site involved in sharing. Conversely, if the Sharing Factor is used as a multiplier, it indicates the amount of building allowed on each site given the parking available.

	REQUIRED PARKING (See Table 10)		
	T2   T3	T4	T5   T6
<b>RESIDENTIAL</b>	2.0 / dwelling	1.5 / dwelling	1.0 / dwelling
<b>LODGING</b>	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom
<b>OFFICE</b>	3.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.
<b>RETAIL</b>	4.0 / 1000 sq. ft.	4.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.
<b>CIVIC</b>	To be determined by Warrant		
<b>OTHER</b>	To be determined by Warrant		

**SHARED PARKING FACTOR**

Function	with	Function
RESIDENTIAL		RESIDENTIAL
LODGING		LODGING
OFFICE		OFFICE
RETAIL		RETAIL

Diagram illustrating the Shared Parking Factor for combinations of functions. The factors are shown in a diamond shape connecting the functions:

- RESIDENTIAL / LODGING: 1
- LODGING / OFFICE: 1.1
- OFFICE / RETAIL: 1.1
- RETAIL / RESIDENTIAL: 1.4
- RESIDENTIAL / OFFICE: 1.2
- OFFICE / LODGING: 1.7
- LODGING / RETAIL: 1.3
- RETAIL / LODGING: 1.2
- RESIDENTIAL / RETAIL: 1.3
- LODGING / RESIDENTIAL: 1.2
- OFFICE / RESIDENTIAL: 1.2
- RETAIL / OFFICE: 1.3
- RESIDENTIAL / RETAIL: 1.2
- LODGING / RETAIL: 1.3
- RETAIL / LODGING: 1.2
- RESIDENTIAL / LODGING: 1

# **APPENDIX B**



**1703-5.50****Supplemental to Transect Zones**

<b>Table 1703-5.50.A: Parking Spaces Required</b>	
<b>Use</b>	<b>Required Spaces</b>
<b>Industrial</b>	
General Industrial, except	1 per 1,000 gsf
Warehousing	1 per 2,000 gsf
Wholesale Business	1 per 2,000 gsf
<b>Residential</b>	
Group Residential: Residential Care	1 per 3 beds/residents
For other residential uses see Section 1703-2 (Specific to Transect Zones)	
<b>Retail</b>	
See Section 1703-2 (Specific to Transect Zones)	
<b>Recreation, Education, Public Assembly</b>	
Colleges and Universities	1 per 5 seats plus 1 per 3 auditorium seats
Community/Public Safety Facility	1 per 300 gsf
School, Public or Private	
Grades K-8	1 per 30 seats
Grades 9-12 or Trade	1 per 10 seats
Theaters	1 per 5 seats
Other Assembly Uses	
With Fixed Seats	1 per 5 seats
Without Fixed Seats	1 per 300 gsf
<b>Services</b>	
See Section 1703-2 (Specific to Transect Zones)	

**E. Parking Adjustments**

1. **On-Street Parking.** On-street parking spaces adjacent to the lot may count towards the required non-residential use parking standards.
2. **Shared Parking.** For two use types, shared parking shall be calculated as follows. The sum of the required parking for the two use types shall be divided by the factor listed in the table below. The required number of parking spaces shall be rounded up to the closest whole number. If the use is not listed below then the shared parking shall be based on Subsection 3 below.

<b>Table: 1703-5.50.B: Shared Parking Factor for Two Uses</b>				
	Residential	Lodging	Office	Retail
Residential	1.0	1.1	1.4	1.2
Lodging	1.1	1.0	1.7	1.3
Office	1.4	1.7	1.0	1.2
Retail	1.2	1.3	1.2	1.0

# **APPENDIX C**

CITY OF HAMILTON, OHIO

**ZONING  
ORDINANCE**

DEPARTMENT OF COMMUNITY DEVELOPMENT

ADOPTED JUNE 9, 1971

Revised Through: October, 2018

1137.28 Parking Spaces Required: The number of Off Street parking spaces required shall be no less than as set forth in the following:

**A) RESIDENTIAL TYPES** (OR 77-4-35)

USE	NUMBER OF PARKING SPACES REQUIRED
1. Dwelling, Single Family	Two (2) for EACH Dwelling Unit on a Single Lot. A Driveway or Parking Space may count as <b>both</b> of the two (2) required OFF STREET parking spaces, <b>provided, however</b> , if such driveway or parking space is located within a required Front Yard then such driveway or parking space shall not exceed twenty -four (24) feet in width.
2. Dwellings, Two-Family or Multi- Family	One and One-Half (1 ½) for EACH Dwelling Unit
3. Hotels, Motels, Rooming Houses or Bed and Breakfasts (OR93-3-26)	One (1) for EACH Guest Room

**B) INSTITUTIONAL TYPES** (Amended OR 2014-5-34) (Amended OR 2014-9-90)

USE	NUMBER OF PARKING SPACES REQUIRED
1. Hospitals, Schools of Nursing and Dormitories	Two (2) for each 3 Beds
2. Churches, Clubs, and Lodges	One (1) for each 6 Seats in the Principal Auditorium
3. Libraries, Museums, Art Galleries	One (1) for each 500 Square Feet of Gross Floor Area
4. Nursing Homes	One (1) for each 4 Beds
5. Elementary Schools	One (1) for each 6 Auditorium seats, OR Two (2) for each Classroom, <b>whichever is the Greater</b>
6. Vocational and Technical Schools High Schools, Colleges {See also (C)(8)(AA) below}	One (1) for each 5 Classroom Seats
7. Funeral Homes	One for each 30 sq feet of usable visitation and funeral service area plus 1 per each employee on largest shift plus 1 per each funeral vehicle.