

lot shall be provided on the same lot as the main building to be served. Offstreet parking spaces for all uses shall be provided on the same lot as the main building to be served or not more than three hundred feet distant, as measured along the nearest pedestrian walkway.

- (d) Requirement for mixed uses. In cases of mixed uses, the minimum number of offstreet parking spaces required shall be the sum of the spaces required for the various individual uses.
- (e) Sharing of parking facilities. Offstreet parking facilities for one use shall not be considered as providing the required facilities for any other use; provided, that one-half of the offstreet parking space required by any use whose peak attendance will be at night or on Sundays, such as churches, theatres and assembly halls, may be assigned to a use which will be closed at night or on Sundays.
- (f) Computing number of employees. For the purposes herein, the number of employees shall be computed on the basis of the average number of persons to be employed, taking into consideration day, night and seasonal variations.
- (g) Fractional spaces. When units of measurements determining the number of required offstreet parking and offstreet loading spaces result in the requirement of a fractional space, any fraction up to and including one-half shall be disregarded and fractions over one-half shall require one offstreet parking or offstreet loading space.
- (h) Size of loading berth. A loading berth shall be at least 12 feet wide with at least 15 feet overhead clearance. The length of the loading berth shall be at least 48 feet or shall be a length such that the horizontal distance from the front of a dock for back-in parking to the limiting boundary of the loading and unloading area shall be not less than twice the overall length of the longest vehicle expected to use the facility. A loading space need not necessarily be a full berth, but shall have a minimum plan dimension of at least ten feet overhead clearance. The Building Commissioner shall determine the sufficiency of the offstreet loading and

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