

ARTICLE 5. PARKING, LOADING, AND CIRCULATION

5.01. PURPOSE

The purpose of this article is to:

- A. Regulate the location of vehicular parking, access, mobility, and loading areas in order to promote a more efficient use of land;
- B. Enhance the form of new development;
- C. Avoid the effects of over-parking
- D. Encourage the use of alternate modes of transportation and circulation;
- E. Provide for improved pedestrian movement; and
- F. Protect air and water quality

5.02. APPLICABILITY

All parking, loading, and circulation areas shall be provided in conformance with the provisions of this Article prior to occupying or using any building, structure, land, or portion thereof subject to the regulations herein.

A. New and Expanded Uses.

The requirements of this article shall apply to all buildings or uses constructed or established after the effective date of these Zoning Regulations.

B. Maintenance

The duty to provide and maintain all parking, loading, or other vehicular use areas shall be the responsibility of the property owner where the vehicular use areas are required.

C. Exemptions

The following districts and uses shall be exempt from the requirements of this article:

- 1. S-CBD
- 2. S-HIST
- 3. Single- and two-family uses

Table 5.02-1: Applicability of Parking, Loading, and Circulation Standards	
Site/Building Improvement	Applicability of Parking, Loading, and Circulation Standards
NEW CONSTRUCTION	
New Construction	Full Compliance
BUILDING EXPANSION / ADDITION	
Less than 25% of floor area	N/A
Less than 25% of floor area, but >2,000 sq. ft.	Full compliance for additional spaces required
25 – 50% of floor area	Full compliance for additional spaces required
>50% of floor Area	Full Compliance
EXTERIOR FAÇADE RENOVATION	
<25% of Façade Area	N/A
25 – 50% of Façade area	N/A
>50% of Façade Area	N/A
CHANGE OF USE / OCCUPANT	
Change in Use Only (No Expansion or Renovation)	Must provide additional spaces per new use
VEHICULAR USE AREA IMPROVEMENTS	
Parking Lot Expansion < 10 Spaces	N/A
Parking Lot Expansion > 10 spaces	Full Compliance for New Spaces
Resurfacing or Restriping ⁽¹⁾	N/A

5.03. OFF-STREET PARKING REQUIREMENTS

A. Accessible Parking Spaces

Parking spaces required for the physically disabled shall be provided in compliance with the Americans with Disabilities Act (ADA) and by the Kentucky Building Code. All spaces shall include the necessary markings, striping, and signage.

B. General Requirements

1. Any area once designated as required off-street parking shall not be changed to any other use unless and until equal facilities are provided elsewhere.
2. Every company car, truck, tractor, and trailer normally stored at a business site shall be provided with off-street parking space in a reserved area reserved for the use as determined by the Planning & Zoning Director. Such space shall not be counted as meeting parking requirements.

C. Setbacks

All parking facilities shall be set back from public-rights-of-way lines a sufficient amount for any required landscaping or buffering.

D. Surfacing and Layout

1. All off-street parking areas, parking spaces, parking lots, loading areas, and all access drives to such areas shall be surfaced with asphalt or concrete of sufficient depth to meet the standard engineering practice for the design of pavements for the anticipated traffic load, in accordance with the standards of the appropriate engineering authority.
2. Gravel is not permitted as a surfacing material for any vehicular use area in the -U or -S character designations as established by [Section 2.03. Community Character Designations](#).
3. All areas devoted to off-street parking within the -R community character designation as established by [Section 2.03. Community Character Designations](#), gravel may be permitted for vehicular use areas of less than 10 parking spaces.
4. Such areas shall be graded and drained as to dispose of all surface water accumulated within the area, utilizing best practices including but not limited to, rain gardens, bioswales, bioretention, and permeable pavement, in accordance with the standards of the appropriate engineering authority.
5. Off-street parking areas shall be screened and landscaped as required in [Section 6.08. Vehicular Use Area \(VUA\) Landscaping Requirements](#);
6. Off-street parking areas shall follow all lighting requirements established by [Article 8. Outdoor Lighting](#).

E. Vehicle Overhang

1. When parking spaces abut a landscaped area, grassy strip, or yard, a reduction of a maximum of two (2) feet of the overall length of any such space or spaces may be allowed as vehicles may extend into the landscaped area, grassy strip, or yard.
2. When parking spaces abut a pedestrian path, a reduction of a maximum of two (2) feet of the overall length of any such space or spaces may be allowed provided that the vehicle overhang does not reduce the pedestrian path to less than four (4) feet in width and does not encroach on the pedestrian circulation.
3. A wheel stop or curb of material acceptable by the appropriate engineering authority shall be utilized to delineate the limitations of the parking area.

F. Pedestrian Safety.

In any parking lot where more than one aisle of parking stalls is to be provided a pedestrian system should be provided which separates pedestrian movement from vehicular circulation. The pedestrian system shall provide access through the parking facility from the main entrance of the building on site to the adjacent right-of-way, to any adjacent pedestrian facility that may exist (i.e. trails, or other sidewalks not immediately adjacent to the right-of-way), or to the nearest public transit shelter or pick-up location.

G. Maneuverability

Except for parcels of land devoted to one (1) and two (2) dwelling uses, all areas devoted to off-street parking shall be designed and be of such size that no vehicle is required to back into a public street to obtain egress. Only exceptions may be given for loading spaces within the historic districts, when supported by the Public Works Department.

H. Parking Space and Aisle Dimensions

Each parking area shall provide painted parking stalls of minimum width and length and drive area of minimum width as indicated on the following table.

Table 5.03-1: Parking Space and Aisle Dimensions				
ANGLE OF PARKING	DRIVE AISLE WIDTH		PARKING SPACE DIMENSIONS	
	A		B	C
	ONE-WAY	TWO-WAY	WIDTH	DEPTH
Parallel	12'	22'	8'	22'
0 - 45°	12'	22'	8 ½'	18'
46 - 60°	15'	22'	9'	18'
61 - 90°	18'	24'	9'	18'

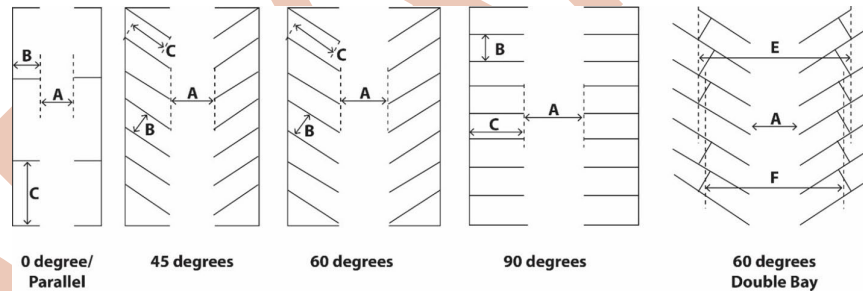


Figure 5-1: Illustration of parking angles and related dimensional references

- I. The Planning & Zoning Director has the authority to reject a parking plan and/or analysis if it determined that an adequate amount of parking has not been provided. The applicant may appeal the decision to the Board of Adjustment per the appeals procedures established by Section

5.04. OFF-STREET STACKING REQUIREMENTS

A. Number of Spaces Required

The minimum number of required stacking spaces shall be as provided in the following table:

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5.05. OFF-STREET LOADING REQUIREMENTS

Table 5.04-1: Stacking Spaces Required		
USE	MINIMUM STACKING SPACES (PER LANE)	MEASURED FROM
Automotive Fueling & Charging Facility	2	Pump Island
Automotive Washing / Detail, Full-Service	6	Outside of washing bay
Automotive Washing / Detail, Self-Service	2	Outside of washing bay
Banks and Financial Institutions (or ATM)	4	Teller or Window
Eating and Drinking Establishment, Drive-Through or Pick-Up Window	8	Pick-Up Window
Other	As determined by the Planning & Zoning Director	

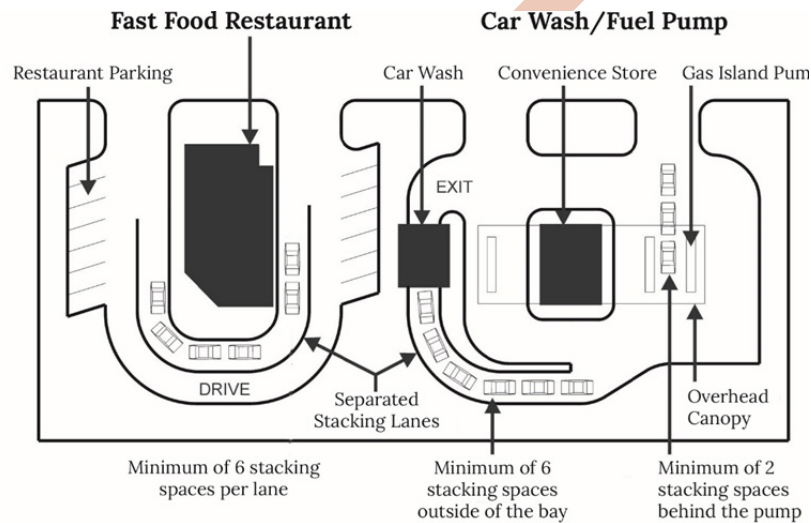


Figure 5-2: Illustration of stacking spaces for different uses

B. Dimensions

Each off-street stacking space shall have a minimum dimension of 10 feet in width and 20 feet in length and shall be set back a minimum of 25 feet from rights-of-way.

C. Separation

Drive-through lanes must be separated by striping or curbing from other parking and circulation areas. Individual lanes must be striped, marked, or otherwise distinctly delineated.

D. Location

1. Vehicle stacking lanes shall be located on the side and rear of the building.
2. Vehicle stacking shall not interfere with access to the site and shall not impede on traffic on adjacent streets.
3. Vehicle stacking lanes shall not be positioned in such a manner to prevent access from off-street parking spaces.

5.05. OFF-STREET LOADING REQUIREMENTS

A. Dimensions

Each off-street loading space shall be at least 10 feet in width, 50 feet in length, and have a vertical clearance of 15 feet or more. Access aisles shall be provided in order to provide the necessary maneuvering space for delivery trucks.

B. Paving and Drainage

All loading spaces shall be graded and improved with bituminous concrete or Portland concrete and provide drainage in accordance with the appropriate engineering authority.

C. Location

All required loading spaces shall be off-street and located on the same lot as the specific use to be served. No loading space shall be located within the front yard of any property.

D. Exceptions and Modifications

The Board of Adjustment may authorize a modification, reduction, or waiver of the foregoing requirements if it is determined that there is an exceptional situation or conjunction that justifies such action.

5.06. INGRESS AND EGRESS STANDARDS

- A.** Clearly defined driveways shall be provided for ingress and egress. Driveways shall be located and constructed subject to the following criteria or such standards as established by the City/County Engineer.

Table 5.06-1: Ingress and Egress Standards for Access Drives			
DRIVEWAY STANDARD	SINGLE & DUPLEX RESIDENTIAL	OTHER RESIDENTIAL	NON-RESIDENTIAL
Max. width at street row	24'	25'	40'
Min. width per drive lane	10'	10'	12'
Min. distance from interior lot line	2' *	2'	**
Min. distance from street intersection	30'	30'	30'
Min. space between two drives/same property	25'	25'	25'
Radius of curb return Minimum/Maximum	5' / 15'	5' / 20'	5' / 20'
Note: When drives are located closer than 2' to any structure, the drive lane shall be constructed to drain away from the structure and safety bollards may also be required. * A common drive between two lots may be permitted, but 4 feet space required between any two drives on separate properties. ** ½ the required setback for applicable zone, or as required by the minimum buffer requirements established in Section 6.07. Landscape Buffer Requirements			

- B.** Where parking areas have more than two (2) parking bays, drives contiguous to the front of commercial structures shall provide an eight (8) ft. painted fire lane, two (2) – twelve (12) foot traffic lanes and be separated from parking areas by an aisle, island or identifiable marking at least three (3) feet in width.

C. Entrance/Exit locations:

Entrance or exit drive aisles in parking facilities shall not be located to discharge traffic directly into any portion of a turning lane, taper or intersection. At the discretion of the Public Works Director/County Engineer, entrance or exit drive aisles may be placed discharging into an intersection only if the intersection is marked/signaled/designed in such a way that the drive aisle is treated as an additional right-of-way turning movement in the intersection.

D. Connections between lots (Cross-Access).

- Where practical, neighboring parking lots on different parcels shall be connected to eliminate the necessity of utilizing the public right-of-way for cross-movements between the uses. This practice also helps to reduce the number of necessary driveways which reduces the number of pedestrian/vehicle movement conflict points.
- Such connections shall be through the form of a reciprocal cross access easement and shall be recorded in the office of the Franklin County Clerk prior to the issuance of a building permit. The easement shall be established in a form acceptable to the City/County Attorney and shall run with the land to ensure perpetual access for the public, service vehicles, and patrons of both properties.

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5.07. PARKING IN RESIDENTIAL DISTRICTS

3. The Planning Commission or its designee may waive or modify this requirement upon a finding that such connection is technically infeasible due to significant topographical constraints, existing permanent structures, or where such connection would create a documented safety hazard for pedestrian or vehicular traffic.

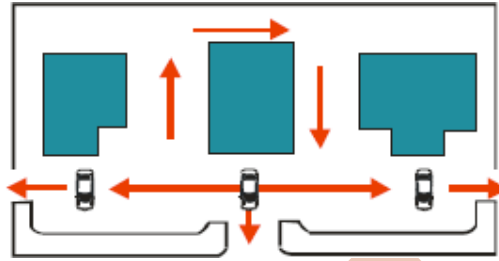


Figure 5.3 - Example of Cross-Access Connections between lots

5.07. PARKING IN RESIDENTIAL DISTRICTS

These provisions shall apply to all residentially used properties in the unincorporated area of the County unless expressly exempted. Within the City limits see the applicable Nuisance Code requirements. Where lot size thresholds are referenced, such provisions apply in addition to, and not in lieu of, the general standards of this section.

A. Motor Vehicles, Passenger

1. Every motor vehicle located on private property shall either:
 - a. Be stored within a garage or fully enclosed trailer; or
 - b. Display an evident current registration license if parked or stored outside an enclosed structure with the following exception:
 - i. For properties within the -R community character designation, any such vehicle not stored within a completely enclosed structure shall be located in the side or rear yard and shall be screened from view from the public right-of-way and adjacent properties.
2. Parking or storage of motor vehicles on unpaved yard areas is prohibited, except that lawfully established gravel parking areas existing prior to adoption of this section may continue to be used if maintained with a minimum one-inch (1") thick layer of gravel.
3. No motor vehicle shall:
 - a. Be used as a storage unit;
 - b. Be used for living purposes;
 - c. Be painted, except within an approved spray booth;
 - d. Be parked or stored if it lacks a current registration license, unless fully enclosed within a structure or enclosed trailer;
 - e. Be in a state of major disassembly, disrepair, or inoperability;
 - f. Be stripped, dismantled, or undergo major overhaul, including body work, on private property.
 - g. The following are exempt from [5.07.A.3.a](#) through [5.07.A.3.f](#):
 - i. Motor vehicles located on the premises of a business enterprise lawfully engaged solely in the repair, renovation, or servicing of motor vehicles;
 - ii. Vehicles stored in an approved municipal storage facility;
 - iii. Vehicles fully enclosed within a structure or enclosed trailer.

B. Motor Vehicles, Commercial

1. In RR and FNL zones, one business vehicle per dwelling is permitted provided it is used for daily transportation to and from work. Such a vehicle must be parked on a permitted paved surface if located in a front yard.
2. In residential zones, except RR, one business vehicle per dwelling is permitted, provided it has no more than two (2) axles and a GVWR (gross vehicle weight rating) of no greater than fourteen thousand pounds (14,000 lbs.) and is used for daily transportation to and from work. Such a vehicle must be parked on a permitted paved surface. Dump trucks, box trucks, cube vans, high-roof cargo vans (greater than eight-foot height, as measured from ground to top of roof), earth-moving machinery, tow trucks, transport wreckers, semi-trucks and tractor-trailers, concession trucks and vans, and flat-bed trucks are specifically prohibited, even if they technically comply with the above limits.

C. Trailers and Recreational Vehicles / Equipment

1. On any lot used for residential purposes, trailers or recreational vehicles and equipment of any kind or type shall not be parked or stored on grass in any front yard area, including both front yard areas of a corner lot. Such vehicle shall be located on a paved or otherwise improved parking surface within the front yard setback, or within a fully enclosed building.
2. On residential lots smaller than one-half (1/2) acre in size, trailers shall be located on a driveway or within an enclosed building.
3. On residential lots larger than one-half (1/2) acre, trailers may be parked or stored on grass in side or rear yard areas, provided all other applicable requirements of this section are met.
4. The following exceptions may apply:
 - a. Trailers may be parked anywhere on residential premises for a period not to exceed twenty-four (24) hours for loading or unloading purposes.
 - b. A trailer may be parked on grass for no more than thirty (30) days within any twelve (12) month period if the trailer is actively posted for sale by owner.

D. Motor Boats and Vessels

1. All registered boats or vessels shall be stored upon a suitable trailer or within a fully enclosed structure.
2. When not enclosed within a structure, no boat or vessel shall be:
 - a. Abandoned;
 - b. Stored off a trailer;
 - c. In a state of major disassembly or inoperability;
 - d. Stripped or dismantled.
3. No boat or vessel shall undergo major overhaul, including hull work, on private property, except on premises of a permitted business enterprise lawfully engaged in the repair, renovation, or servicing of boats or vessels.

E. Inoperable Vehicle.

No junk, salvage or inoperable vehicle or vehicle without current license shall be parked or stored in a residential district under five acres. Such vehicles may be stored within a completely enclosed garage in any zoning district with the following exception:

1. For properties within the -R community character designation, any such vehicle not stored within a completely enclosed structure shall be located in the side or rear yard and shall be screened from view from the public right-of-way and adjacent properties.

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5.08. PRE-EXISTING PARKING OR LOADING SPACES

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Any parking or loading spaces established prior to the adoption or amendment of this Zoning Regulation and which are used or intended to be used in connection with any main building, structure or use, or any spaces designed and intended to comply with the requirements of this Zoning Regulation for any such main building or structure erected after such adoption or amendment date shall hereafter be maintained so long as said building, structure or use remains, unless the owner provides and maintains in another location an equivalent number of required spaces in conformance with the provisions of this Zoning Regulation.

5.09. WAIVERS

The Planning Commission and/or Board of Adjustment may authorize a modification, reduction, or waiver of the foregoing requirements should it be determined that there is an exceptional situation or condition that justifies such action. Such board may require additional stacking spaces than specified in this section for uses that have extremely high-demand use period that cause long queuing lines, such fast food restaurants or drive-through coffee shops. In such cases, the Planning & Zoning Director shall work with the applicant to ensure that the site plan can accommodate the anticipated intensity of demand and forward a recommendation to the Planning Commission and/or Board of Adjustment.