

<i>Update</i>	<i>March 2019</i>	Part 1	Motor Vehicle Parking Standards	9.1-1
<i>Update</i>	<i>December 2018</i>	Part 2	Bicycle Parking Standards	9.2-1
<i>Update</i>	<i>July 2009</i>	<i>Appendix 9A</i>	<i>Bicycle Parking Design Manual, (Moved to Metro Website)</i>	<i>9A-1</i>

Chapter 9 Part 1 Motor Vehicle Parking Standards

The requirements of this Part are intended to provide off-street parking, queuing and loading facilities in proportion to the need created by each land use. They are further intended to provide for accommodation of vehicles in a functionally and aesthetically satisfactory manner and to minimize external effects on adjacent land uses.

NOTE: *The following terms relating to Motor Vehicle Parking and Loading are included in the Definitions (Chapter 1 Part 2): Truck, Light Truck, Medium Truck, –Heavy Truck, Utility Trailer, Vehicle, Vehicle Passenger, Vehicle Recreational*

9.1.1 Relationship to the Comprehensive Plan

The parking and loading standards prescribed by this Part are intended to implement land development code provisions that are consistent with the Goals, Objectives, and Policies of the Comprehensive Plan, in accordance with Chapter 100 of Kentucky Revised Statutes.

9.1.2 Applicability

The requirements of this Part shall apply to all parking and loading areas in all Form Districts, whether required by this Land Development Code or created for the convenience of property owners or users. No certificate of occupancy shall be provided unless and until the appropriate motor vehicle parking and loading facilities are provided in compliance with this Part. All ADA parking spaces provided must meet ADA requirements in effect at time of construction approval.

9.1.3 Calculating Parking Requirements / Allowances

A. Parking Spaces Required / Allowed

The minimum and maximum number of parking spaces required/allowed is based upon both the use and the Form District/Planned Development District in which that use is located. To determine the minimum number of parking spaces required and the maximum allowed, locate the applicable standard based on the Form District/Planned Development District in which the use is located in Table 9.1.3A and apply that standard to the requirements associated with the specific use located in Table 9.1.3B.

B. Nonconforming Parking

A use or structure with nonconforming off-street parking (insufficient off-street parking to meet the current land use requirements in compliance with Table 9.1.3B, below) may be physically enlarged (e.g., expansion of structure or outdoor land use) or undergo a change in use in compliance with the following provisions.

1. Residential uses. No additional parking spaces shall be required; provided, the change does not increase the number of dwelling units, nor eliminate the only portion of the site that can be used for the required or existing parking or access. Exception: structures that are at least 50 years of age are not subject to the minimum parking requirements listed in Table 9.1.3B but are subject to the maximum parking requirements listed in Table 9.1.3B.
2. Non-residential uses.
 - a. The number of existing parking spaces shall be maintained on the site and additional parking spaces shall be provided in compliance with this Chapter and Subparagraph.
 - b. If the use is enlarged (e.g., expansion of structure or outdoor land use) so that it requires more

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parking than the previous use, only the number of parking spaces required for the enlargement shall be required to be added to the existing parking spaces.

- c. If the use of the structure is changed to one that requires more parking than the previous use, only the difference between the number of parking spaces required for the previous use and those required for the new use shall be required to be added to the existing parking spaces.
- d. The change shall not eliminate the only portion of the site that can be used for the required or existing parking or access.
- e. Exception: structures that are at least 50 years of age are not subject to the minimum parking requirements listed in Table 9.1.3B, but are subject to the maximum parking requirements listed in Table 9.1.3B.

C. Parking Requirements for Uses not Listed or To be Determined

For uses not listed in Table 9.1.3B or listed as to be determined in Table 9.1.3B the Planning Director or designee is authorized to do any of the following:

1. Apply the minimum or maximum off-street parking space requirement specified in Table 9.1.3B for the listed use that is deemed most similar to the proposed use as determined by the Planning Director or designee. This determination shall be based on the operating characteristics of the use, the most similar related occupancy classification, or other factors related to potential parking demand.
2. Establish the minimum off street parking space and loading requirements based on a parking study prepared by the applicant in accordance with LDC section 9.1.7.

D. Different Use Areas

1. The number of parking spaces shall be computed based on the primary uses on the site except as stated in E.2. of this Section, below. Where there are two or more separate primary uses on a site, the required or allowed parking for the site shall be the sum buildings on a site is in an accessory use, the required or allowed of the required or allowed parking for the individual primary uses. For joint use parking provisions, see Section 9.1.6 of this Part.
2. When more than twenty (20) percent of the gross floor area of all buildings on a site is in an accessory use, the required or allowed parking shall be calculated separately for the accessory use.

Exception: An accessory use constituting twenty (20) percent or less of the gross floor area of all buildings on a site shall be calculated independently when the accessory use is specified in the parking requirements for the primary use found in Table 9.1.3B.

E. Calculations

1. When the calculation of the number of required or allowed parking spaces result in fractions, any fraction less than one-half (1/2) shall be disregarded and any fraction of one-half (1/2) or more shall be rounded up to the next whole number.
2. If the maximum number of parking spaces allowed is less than one, then the maximum number is automatically increased to one.
3. If the maximum number of parking spaces allowed is less than or equal to the minimum number required, then the maximum number is automatically increased to one more than the minimum.

Table 9.1.3A Minimum and Maximum Parking Spaces Based on Form District/Planned Development District

Note: All reductions are cumulative unless otherwise specified and, when utilized, all percentages shall be calculated using the minimum number of parking spaces required by Table 9.1.3B

Form District/Planned Development District	Minimum Requirement – Table 9.1.3B	Maximum Requirement – Table 9.1.3B	Applicable Reductions
Campus Conservation Neighborhood Village Town Center Planned Village Development District Regional Center Suburban Marketplace Corridor Suburban Workplace Traditional Neighborhood Traditional Marketplace Corridor Traditional Workplace	Applicable	Applicable	1, 2, 3, 4, 5, 6, 7, 8 and 9
Downtown Urban Center Neighborhood	Not Applicable	Not Applicable	Not Applicable
Planned Transit Development District	80% Applicable	Applicable	2, 6, 7, 8 and 9

- G. Off-street Parking Reductions (see Table 9.1.3A for applicable reductions by form district/planned development district)
1. A ten (10) percent reduction in the minimum required number of spaces shall apply to any development within 1,000 feet of a designated transit route.
 2. A ten (10) percent reduction in the minimum required number of spaces shall apply to any mixed use development site (for the purposes of this provision mixed use means a development site that contains both residential and non-residential principal uses) that incorporates at least 25% of the gross floor area of the development site to residential use. An additional ten (10) percent reduction for the development site shall be applicable to developments that incorporate at least one mixed use structure (for the purposes of this provision mixed use means a structure that contains both residential

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and non-residential principal uses) that contains a minimum of five (5) residential units.

3. Applicants may defer construction of up to 30% of the required number of spaces, if the applicant commits to implement a traffic demand management plan which eliminates the need for the number of parking spaces being deferred. This 30% deferral shall be in addition to any other reductions provided in this Part. The use of this provision shall require that an area owned or controlled by the applicant and large enough to provide the deferred parking spaces be set aside and maintained as open space. The plan shall be prepared in accordance with guidance established by the Planning Director. The Director shall consult with the agency responsible for approval of off-street parking facilities in review of the plan, and the Planning Director may approve, approve with conditions, or deny said plan. The deferral of parking space construction shall continue for as long as the traffic demand management plan is in effect and the demand for vehicle parking is satisfied on property owned or controlled by the applicant. The Director shall notify the building permit issuing department of any approved reduction in parking. Applicants shall agree to construct the deferred parking spaces if the Planning Director finds that any portion of the plan is not in effect or that the demand for vehicle parking is not being satisfied on the site. Provisions of the traffic demand management plan shall be enforceable in the same manner as binding elements.
4. An area equal to that needed to provide up to ten (10) percent of the parking spaces required for retail uses may be delineated from the balance of the parking lot with removable barriers and be used as open space, recreational facilities or outdoor sales/display area during the non-peak period (January 15th to November 15th or any other ten month non-peak period approved by the Planning Director). This area shall be surfaced with grass or a semi-pervious or other paving system, excluding asphalt or concrete, approved by the agency responsible for approval of off-street parking facilities. Parking areas existing at the time of adoption of this Chapter that are surfaced with hard and durable materials, including but not limited to asphalt and concrete, may comply with this note without modifying the existing surfacing material(s) only if the area meets the screening requirements for vehicle use areas as required in Chapter 10 of the Land Development Code.
5. Structures originally built as corner commercial structures that are zoned C-N and C-R that change use of the first floor of the structure from residential use to non-residential use may do so without an increase in their minimum parking spaces required.
6. A Parking Waiver must be obtained to reduce the minimum number of required parking spaces, except as provided in Table 9.1.3A.
7. A Parking Waiver must be obtained to exceed the maximum number of parking spaces permitted except when those spaces in excess of the maximum allowed are located within a structured parking facility.
8. A twenty (20) percent reduction in the minimum number of parking spaces required shall apply to any development that rehabilitates a structure that is eligible for or currently listed on the National Register for Historic Places in accordance with the Secretary of the Interior Standards for Historic Preservation, or Sustainable Permit Projects.
9. A twenty (20) percent reduction in the minimum number of parking spaces required shall apply to any development that meets two of the design criteria listed under Site Design Criteria in Appendix 5A of the LDC.
10. A twenty (20) percent reduction in the minimum number of parking spaces required shall apply to any development in the traditional form districts where an existing healthy, non-invasive tree is preserved. A twenty (20) percent reduction in the minimum number of parking spaces required shall apply to any development in suburban form districts that exceeds the minimum tree canopy required by five (5) percent.

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11. For each shared vehicle, carpool, or vanpool space provided, the minimum number of required off-street parking spaces may be reduced by four. Each shared vehicle, carpool, or vanpool space shall count toward the minimum number of required off-street parking spaces.

Table 9.1.3B Minimum and Maximum Motor Vehicle Parking Based on Use

GENERAL ACTIVITIES (¹ LBCS Code)	SPECIFIC ACTIVITIES (¹ LBCS Code)	MINIMUM REQUIREMENT	MAXIMUM REQUIREMENT
Residential (1000)			
Household Living (1100)	Single-family, duplex ²	Suburban Form 2 spaces per unit Traditional Form Not applicable	Suburban Form 5 spaces per unit Traditional Form 3 spaces per unit
	Multi-family (3 or more units) ²	Suburban Form 1 spaces per unit Traditional Form Not applicable	Suburban Form 2 spaces per unit Traditional Form 2 spaces per unit
Institutional Living (1300)	Dormitories, Fraternities, Sororities, Boarding House, Transitional Housing, Rehabilitation Home, Homeless Shelter	Suburban Form: 1 per 4 residents (capacity) Traditional Form: 1 per 6 residents (capacity)	Suburban Form 1 per resident (capacity) Traditional Form 1 per 2 residents (capacity)
Transient Living (1200)	Bed and Breakfast, Hotel, Motel	Suburban Form: 1 per room Traditional Form: 0.5 per room	Suburban Form 1.5 per room Traditional Form 1 per room
Shopping, business, or trade (2000)			
	Shopping (goods or service-oriented) (2100)	Suburban Form	Suburban Form

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		1 per 500 sq. ft. of gross floor area Traditional Form 1 per 1,000 sq. ft. of gross floor area	1 per 250 sq. ft. of gross floor area Traditional Form 1 per 500 sq. ft. of gross floor area
	Restaurant (includes bars) (2200)	Suburban Form 1 per 500 sq. ft. of gross floor area Traditional Form 1 per 1,000 sq. ft. of gross floor area	Suburban Form 1 per 250 sq. ft. of gross floor area Traditional Form 1 per 500 sq. ft. of gross floor area
	Health club/Fitness Center	Suburban Form 1 per 300 sq. ft. of gross floor area, plus 1 per 200 sq. ft. of gross floor area used for classroom/instruction area Traditional Form 1 per 500 sq. ft. of gross floor area, plus 1 per 300 sq. ft. of gross floor area used for classroom/instruction area	Suburban Form 1 space per 100 sq. ft. of gross floor area Traditional Form 1 space per 300 sq. ft. of gross floor area
	Indoor Athletic Facility	Suburban Form 1 space per 300 sq. ft. of gross floor area Traditional Form 1 space per 500 sq. ft. of gross floor area	Suburban Form 1 space per 100 sq. ft. of gross floor area Traditional Form 1 space per 300 sq. ft. of gross floor area
	Entertainment uses such as bowling alleys, game rooms, bingo halls, miniature golf, go-cart facilities	To be determined by Director or designee	No more than 25% above minimum requirement

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	Physical Fitness Instruction	Suburban Form 1 per 300 sq. ft. of gross floor area Traditional Form 1 per 400 sq. ft. of gross floor area	Suburban Form 1 space per 150 sq. ft. of gross floor area Traditional Form 1 space per 200 sq. ft. of gross floor area
Vehicle Service	Quick Vehicle Service, Vehicle Repair	1 per bay	2 per bay
	Car Wash, Self-Service	1 space	2 spaces
	Car Wash, Full-Service	1 per stall	2 per stall
	Fuel Station	Suburban Form 1 per 500 sq. ft. of gross floor area for retail space Traditional Form 1 per 1,000 sq. ft. of gross floor area for retail space	Suburban Form 1 per 250 sq. ft. of gross floor area for retail space Traditional Form 1 per 500 sq. ft. of gross floor area for retail space
Outdoor Sales and Display		Suburban Form 1 per 1,000 sq. ft. Traditional Form 1 per 2,000 sq. ft.	Suburban Form 1 per 500 sq. ft. Traditional Form 1 per 1,000 sq. ft.
Office (2300)	Office, including general, business, medical, dental, professional, financial, and veterinary	Suburban Form: 1 space per 400 sq. ft. of gross floor area Traditional Form: 1 space per 750 sq. ft. of gross floor area	Suburban Form: 1 space per 200 sq. ft. of gross floor area Traditional Form: 1 space per 300 sq. ft. of gross floor area
	Studios for Artist, designers, photographers, and other similar professionals	To be determined by Director or designee	No more than 25% above minimum requirement
Industrial, manufacturing, and waste-related (3000)			

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	Primarily plant or factory (3110)	1 space per 2,000 sq. ft. of gross floor area	1 space per 1,000 sq. ft. of gross floor area
	Primarily good storage or handling (3120)	Suburban Form 1 space per 2,000 sq. ft. of gross floor area Traditional Form 1 space per 3000 sq. ft. of gross floor area	Suburban Form 1 space per 500 sq. ft. of gross floor area Traditional Form 1 space per 1,000 sq. ft. of gross floor area
	Mini-warehouse	Suburban Form 1 per 500 sq. ft. of gross floor area for office, plus one space per 15 climate-controlled storage units Traditional Form 1 per 1,000 sq. ft. of gross floor area for office, plus 1 space per 30 climate-controlled storage units	Suburban Form 1 per 250 sq. ft. of gross floor area for office, plus one space per 5 climate-controlled storage units Traditiona Form 1 per 500 sq. ft. of gross floor area for office, plus 1 space per 15 climate-controlled storage units
Social, institutional, or infrastructure-related (4000)			
School or library (4100)	Grade, elementary, middle, junior high, high school, colleges, universities, vocational training and similar uses	To be determined by Planning Director or designee	No more than 25% above minimum
	Daycare, child or adult	To be determined by Planning Director or designee	No more than 25% above minimum
Health care, medical, or treatment (4500)	Hospitals, nursing home, medical clinic	To be determined by Director	No more than 25% above minimum
Interment, cremation, or grave digging (4600)	Crematory, cemetery, mausoleum	To be determined by Director	No more than 25% above minimum

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Travel or movement (5000)		To be determined by Planning Director or designee	No more than 25% above minimum
Mass assembly of people (6000)			
	Passenger assembly (6100) Spectator Sports Assembly (6200) Movies, concerts, or entertainment shows (6300) Social, cultural, or religious assembly (6600) Gatherings at galleries, museums, aquariums, zoological park, etc. (6700)	To be determined by Planning Director or designee	No more than 25% above minimum
Leisure (7000)			
	Golf Courses, Driving Ranges, Tennis Centers, Skate Parks, Horse Riding Stables, Amusement Parks, and similar uses	To be determined by Director or designee	No more than 25% above minimum
Natural resources-related (8000)		To be determined by Planning Director or designee	No more than 25% above minimum
¹ LBCS – Land-Based Classification Standards developed by the American Planning Association - www.planning.org/lbcs/standards ² Garages and carports count as off-street parking spaces for residential use.			

9.1.4 Location of Parking on Lot

Off-street parking is prohibited in all required building setbacks unless specifically authorized in the Form District Regulations.

Exception: Parking for single-family residential uses and duplexes is permitted in the required front or street side yard only on a hard surface or approved semi-pervious driveway that does not exceed twenty (20) feet in width and that leads to a garage, carport, house or rear yard. In the Neighborhood Form District, the driveway width may exceed twenty (20) feet as long as the resulting driveway width does not exceed thirty-two (32) feet or fifty percent (50%) of the individual frontage at the building restriction line, whichever is less. Parking on approved circular driveways may be permitted as long as the circular driveway has been approved by the Director of Public Works or designee. The circular driveway shall be constructed in accordance with Metro Public Works standards.

9.1.5 Off-Site Parking

- A. Parking spaces required by this Part may be located off-site on property under the same ownership as the use the parking spaces are intended to serve. Such parking spaces must be located within 1,000 feet of the buildings or uses requiring the parking. The 1,000 feet requirement shall be measured by the shortest walking distance (using sidewalks and designated crosswalks) from the nearest point of the property on which the parking spaces are located, to the nearest point of the property on which the use is located and which the parking is intended to serve. The site must be properly zoned and have all proper approvals for automobile parking areas.
- B. Parking spaces required by this Part may be located on property under separate ownership from the use the parking is intended to serve as long as the following conditions are satisfied.
1. The applicant(s) demonstrates that one or more uses located off-site exceed the minimum number of parking spaces required by this Part and are willing to allocate a certain number of the excess spaces to another use to meet its minimum number of required spaces.
 2. The site is properly zoned and has all proper approvals for automobile parking areas.
 3. Off-site parking spaces must be located within 1,000 feet of the buildings or uses requiring the parking. The 1,000 feet requirement shall be measured by the shortest walking distance (using sidewalks and designated crosswalks) from the nearest point of the property on which the parking spaces are located, to the nearest point of the property on which the use is located and which the parking is intended to serve.
 4. All parties shall execute a properly drawn legal instrument/agreement providing for the use of the off-site parking spaces. This instrument shall be drawn to the satisfaction of the Planning Commission's attorney and shall be executed by all parties concerned assuring the availability of the number of spaces designated for off-site use and shall be recorded in the County Clerk's Office. No lease, easement or license of parking spaces may be cancelled without sixty (60) days prior written notice to the Planning Director and a copy of the signed lease, easement, license or agreement must be filed with the application. The applicants and their successors shall annually provide certification to the Planning Director that the parking spaces associated with the off-site parking agreement are still available. The applicant shall provide the Planning Director with immediate written notice at any time that any of the parking spaces associated with the off-site parking agreement become unavailable and shall have thirty (30) days from the time that the parking spaces associated with the off-site parking agreement became unavailable to provide the required number of parking spaces or to apply for a Parking Waiver to reduce the required number of spaces. The use's Certificate of Occupancy shall be conditioned upon the continued availability of the required number of parking spaces.

NOTE: Any joint use parking site must be properly zoned and have all proper approvals for automobile parking areas.

9.1.6 Joint Use Parking

The Planning Director or designee may authorize the joint use of required parking spaces when two or more uses on the same or separate properties are able to share the same parking spaces because their peak parking demands occur at different times. Joint use of off-street parking spaces shall be subject to the following:

- A. A Parking Study that conforms to the requirements of Section 9.1.17 shall be submitted by the applicants.
- B. The number of parking spaces which may be credited against the requirements for the structures or uses involved shall not exceed the number of spaces reasonably anticipated to be available during any hours of operation as determined by the Planning Commission based upon the recommendation of the applicable agency responsible for approval of off-street parking facilities.
- C. The joint parking spaces must be located within 1,000 feet of the buildings or uses being served by such facility, measured by the shortest walking distance (using sidewalks and designated crosswalks) from the nearest point of the property on which the parking facility is located, to the nearest point of the property on which the use is located and which the parking is intended to serve. Additionally, signage shall be provided identifying any parking spaces that are being leased or jointly used, who those spaces are available to, and any other restrictions (e.g time available) that may apply. The location and size of such signage shall be required as Part of the joint use agreement and shall be subject to review and approval by the Planning Commission or its designee.
- D. Off street parking areas required for residential use shall not be included in any joint parking arrangement.
- E. All parties shall execute a properly drawn legal instrument/agreement providing for the joint use of the off-street parking areas. This instrument shall be drawn to the satisfaction of the Planning Commission's attorney and shall be executed by all parties concerned assuring the availability of the number of spaces designated for joint use and shall be recorded in the County Clerk's Office. The applicants and their successors shall annually provide certification to the Planning Director that the parking spaces associated with the joint use agreement are still available. The applicant shall provide the Planning Commission with immediate written notice at any time that any of the parking spaces associated with the joint use agreement become unavailable and shall have thirty (30) days from the time that the parking spaces associated with the joint use agreement became unavailable to provide the required number of parking spaces or to apply for a Parking Waiver to reduce the required number of spaces. The use's Certificate of Occupancy shall be conditioned upon the continued availability of the required number of parking spaces.

9.1.7 Carpool Parking

For office, industrial, and institutional uses where there are more than 20 parking spaces designated for employee use on the site, the following standards must be met:

- A. Five spaces or five percent of the parking spaces on the site, whichever is less, must be reserved for carpool use. More spaces may be provided, but are not required.
- B. The spaces designated for carpool use will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed or intended for exclusive customer use.
- C. Signs must be posted, or painted within the spaces, indicating that these spaces are reserved for carpool use.

9.1.8 Elevator Parking Systems

Elevator parking systems or vertical parking towers may be used to meet the minimum number of parking spaces required in accordance with the following:

- A. The use of elevator parking systems or vertical parking towers may be permitted by the Planning Commission or its designee for any use as long as an attendant is present during all business or working hours to move vehicles. The applicant must file an agreement/guarantee with the Planning Commission or its designee ensuring that an attendant will always be present when the system/tower is in operation.
- B. The use of elevator parking systems or vertical parking towers may be permitted by the Planning Commission or its designee for any office or industrial use without an attendant present if the parking spaces provided in this manner are designated for employee use only.

NOTE: Explanatory material on vertical parking towers is available from Planning and Design Services.

9.1.9 Stacked Parking

- A. The use of stacked or valet parking may be used to meet the minimum number of parking spaces required in accordance with the following: with the Planning Commission or its designee ensuring that an attendant will always be present when the lot is in operation.
- B. The use of stacked parking may be permitted by the Planning Commission or its designee for any office or industrial use without an attendant present if the parking spaces used in this manner are designated for employee use only.
- C. The specific design and layout of stacked or valet parking areas shall be approved by the agency responsible for approval of off-street parking facilities.

Note: Parking within a driveway shall not be considered stacked parking.

9.1.10 Credit for On-Street Parking Spaces

Legal on-street parking spaces may be used to satisfy the minimum parking space requirements of this Part. The use of on-street parking spaces to satisfy the minimum parking space requirements of this Part, however, in no way limits the use of said parking spaces to customers, employees or visitors of that particular use. Such parking spaces shall be available to the general public. The use of this provision shall be in accordance with the following:

- A. Credit for on-street parking spaces may be given only in the Neighborhood, Traditional Neighborhood, Traditional Marketplace Corridor, Traditional Workplace, Town Center, Downtown and Village Form Districts.
 - B. Any on-street parking space used in this manner must be located on a public street directly abutting and on the same side of the street as the development site.
 - C. On-street parking spaces whose use is governed by parking meters or by peak hour parking restrictions may not be used to satisfy the minimum parking requirements of residential uses, but may be used for all other uses as long as the restricted hours of use do not overlap with the land use's peak hours of operation. Bus stops, clear zones adjacent to curb cuts and other areas in which parking is prohibited shall not be included in the calculation of on-street parking spaces.
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- D. On-street parking spaces that are not directly abutting the development site may be counted towards the minimum parking space requirements only if specifically authorized by a Parking Waiver.
- E. For the purposes of this section an on-street parking space shall be a minimum of 20 feet in length. Fractional spaces less than .8 (16 feet) shall not be counted as a parking space.

NOTE: Example: A site with 56 feet of frontage on a public street can claim credit for three parking spaces; a site with 55 feet of frontage can claim credit for two spaces.

9.1.11 Use of Required Parking Spaces

The following shall apply to the use of required parking spaces and areas:

- A. Required parking spaces must be available for the use of residents, customers, visitors or employees of the use. They may not be assigned in any way to a use on another site, except where the joint use parking provisions are employed (see Section 9.1.6).
- B. Fees may be charged for the use of required parking spaces.
- C. Required parking spaces and areas shall not be used for the display, advertisement, sale, repair, dismantling or wrecking of any vehicles, equipment or materials.
- D. Buildings or structures shall be permitted for shelters for guards, attendants or watchmen; however, any such structure shall not occupy required parking spaces and shall be appropriately delineated on the approved development plan.

Example: If a development is required to provide a minimum of eighty (80) parking spaces and provides one hundred (100) parking spaces, then the developer shall have the option of surfacing twenty five (25) percent of the development's total parking area using concrete, surfacing twenty parking spaces using semi pervious paving systems, locating twenty parking spaces within a parking structure or elevator parking facility, or of providing 25% more canopy trees within the site's ILA's than i otherwise required.

9.1.12 Parking Area Improvements and Maintenance

- A. Surfacing and Facility Type
 - 1. All off-street parking areas except for those serving agricultural uses shall be of a hard and durable surface that limits or precludes particulate air pollution. Asphalt, brick, concrete paving and interlocking paving blocks, including semi-pervious systems that retain space for vegetation, are acceptable paving materials. Other paving materials (including gravel) may be permitted upon approval by the agency responsible for approval of off-street parking facilities but must include a binding agent to stabilize the surface and prevent dust.
 - 2. Developments that provide more than fifty (50) off-street parking spaces and exceed the minimum number of parking spaces required by this Part shall either:
 - a. Surface a portion of its total parking area proportional to the extent to which the minimum number of parking spaces is exceeded using concrete; or
 - b. Surface the parking spaces in excess of the minimum using semi-pervious paving systems, or

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locate those parking spaces in excess of the minimum within parking structures or elevator parking systems: or

- c. Provide 25% more trees within the required Interior Landscape Area (ILA) than is otherwise required by Chapter 10 of the Land Development Code for the site's entire parking area. The trees provided shall be Type A trees that maximize the amount of shade that is provided within the parking area. Additionally, the ILA's shall be designed to maximize their ability to absorb the site's stormwater runoff in an effort to improve the water quality of the stormwater runoff and to provide an adequate water supply to ensure the long term health of the canopy trees. The Planning Commission may modify this requirement if the applicant demonstrates that an alternative site design, surfacing material or facility type offers greater environmental benefits than those associated with the requirements in this Part.
- B. **Striping.** All off-street parking spaces, except for those serving detached single-family uses and agricultural uses, shall be delineated using durable painted lines that meet the Manual of Uniform Traffic Control Devices (MUTCD) standards or be approved by the agency responsible for approval of off-street parking facilities. The agency responsible for approval of off-street parking facilities may waive this requirement based on the particular surfacing material being used and other relevant factors.
- C. **Wheel Stops and Protective Curbing.** Concrete wheel stops or curbing at least six (6) inches high and six (6) inches wide shall be provided to prevent vehicles from overhanging abutting sidewalks, properties or public rights-of-way, to protect landscaped areas and to protect adjacent properties. Such wheel stops or curbing shall be located at least three (3) feet from any adjacent wall, fence, property line, woody vegetation, walkway or structure.
- D. **Landscaping.** Parking area landscaping shall be provided in accordance with Chapter 10 of the Land Development Code.
- E. **Lighting.** Parking area lighting shall be provided in accordance with Chapter 4 of the Land Development Code.
- F. **Litter Receptacles.** All off-street parking areas serving retail uses and restaurants shall provide at least one outdoor litter receptacle within the parking area or at the building entrance. One additional outdoor litter receptacle shall be provided within the parking area or at the building entrance for each seventy-five (75) parking spaces located on the site.
- G. **Handicapped Parking Spaces.** Handicapped parking spaces shall be provided as required by local ordinances or Federal or State law. All handicapped parking spaces shall be located so that:
 1. The spaces provide easy access from the closest parking area to the major entrances of the use for which they are provided;
 2. The disabled individual is not compelled to wheel or walk behind parked cars other than his or her own; and
 3. A pedestrian way accessible to physically disabled persons shall be provided from each parking space to related facilities including curb cuts and/or ramps.
- H. **Signage.** All signs within off-street parking areas shall be approved by the agency responsible for approval of off-street parking facilities.
- I. **Maintenance.** All off-street parking areas shall be permanently and continually maintained in good condition and free from potholes, weeds, dirt, trash and other debris.
- J. **Compact Vehicle Spaces.** Up to 15% of the minimum required parking spaces may be assigned as compact

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vehicles spaces with approval from the agency responsible for approval of off-street parking facilities and the requirements listed below:

1. Compact vehicles spaces shall be clearly labeled for 'Compact Cars' and shall be approved in accordance with paragraph H above.
 2. The minimum dimensions of compact vehicles spaces shall be in conformance with Section 9.1.13.
 3. Design techniques such as use of lampposts, bollards, extra landscaped areas at the front of compact spaces or the location of compact spaces shall be incorporated into the parking lot plan to preclude the parking of standard size vehicles in compact vehicle spaces.
- K. Motorcycle Parking. A commercial or other non-residential development may substitute motorcycle spaces for required automobile spaces at the rate of one (1) motorcycle space for each 25 automobile spaces, up to a maximum of five (5) percent of the minimum required motor vehicles spaces. No more than one (1) motorcycle space shall be permitted per row of parking.
- L. Bicycle parking may substitute for up to five (5) percent of required parking spaces (as required by Table 9.1.3B) in accordance with the following calculation method. For every five (5) non-required bicycle parking spaces (non-required spaces are those bicycle spaces provided in excess of those required by Table 9.2.1) that meet the short or long-term bicycle parking standards, the motor vehicle parking minimum requirement shall be reduced by one space. Existing parking may be converted to take advantage of this provision.

NOTE: *The parking dimensions required by this Part are based on the parking turnover rate for various uses. The concept, which is published and recommended by ITE is based upon the premise that the more frequently a parking space is entered and exited, the more space is needed to accommodate for driver error.*

9.1.13 Parking Area Layout and Design

- A. Access to Parking Spaces
1. All parking areas, except stacked parking areas, must be designed so that a vehicle may enter or exit without requiring another vehicle to move.
 2. Except for single-family dwellings and duplexes, each off-street parking space shall open directly upon a private aisle or private driveway of such width and design as to provide a safe and efficient means of vehicular access between the parking space and public streets. Parking spaces shall be designed to preclude vehicles backing from or onto a public street. Non-residential off-street parking facilities designed for vehicles backing from or onto an alley may be allowed at the discretion of the Director of Works, while those designed for vehicles backing from or onto a private access easement may be allowed at the discretion of the agency responsible for approval of off-street parking facilities.
- B. Parking Space and Aisle Dimensions
1. The dimensions of off-street parking spaces and associated drive aisles shall be determined by applying the minimum dimensional requirements found within Table 9.1.13. The width of compact vehicles spaces shall be at least eight (8) feet and the recommended length is 14' to 16'. The recommended aisle width for compact space area parking areas is 20'. The width of motorcycle spaces shall be at least five (5) feet.

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2. Parking structures developed to provide the minimum number parking spaces required by this Part must meet the minimum dimensional requirements specified in Table 9.1.13, below. The design and layout of all other parking structures, including but not limited to those used to create parking spaces in excess of the maximum allowed for a particular use and those for-profit parking structures not associated with any particular use, shall be approved by the agency responsible for approval of off-street parking facilities.
3. Parking spaces serving single family residential developments located within driveways and garages need only meet the Stall Width and Stall Depth to Wall standards set forth in Table 9.1.13.
4. Parallel parking spaces shall be at least ten (10) feet in width and twenty- two (22) feet in length.
5. The Director of the Permit Issuing Authority may modify the dimensional requirements of this Section when he/she finds that such modifications would not adversely affect the functionality of the parking area and the safety of those that use it (such as the use of other acceptable standards like ITE Manual standards).

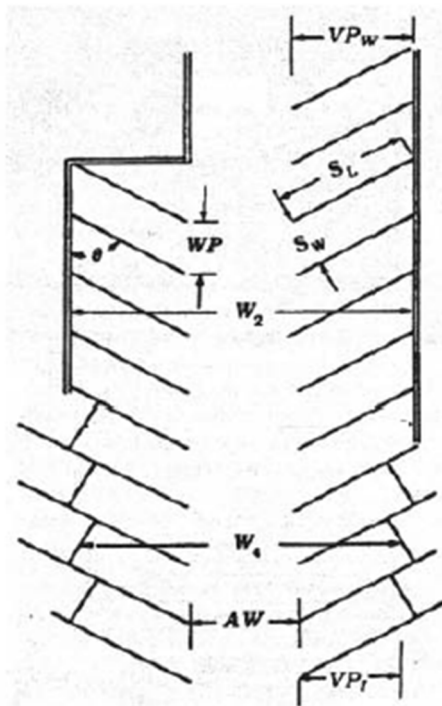
Table 9.1.13: Minimum Parking Dimensions

Minimum Off-Street Parking					Dimensions Modules		
Parking Angle (degrees)	Sw Basic Stall Width	WP Stall Width Parallel to Aisle	VPw Stall Depth to Wall (ft)	Vpi Stall Depth to Interlock (ft)	AW Aisle Width (ft)	W2 Wall to Wall (ft)	W4 Interlock to Interlock (ft)
45	8.5	12	17.5	15.3	13	48	44
45	9	12.7	17.5	15.3	12	47	43
45	9.5	13.4	17.5	15.3	11	46	42
60	8.5	9.8	19	17.5	18	56	53
60	9	10.4	19	17.5	16	54	51
60	9.5	11	19	17.5	15	51	50
75	8.5	8.3	19.5	18.8	25	64	63
75	9	9.3	19.5	18.8	23	62	61
75	9.5	9.8	19.5	18.8	22	61	60
90	8.5	8.5	18.5	18	26	62	60
90	9	9	18.5	18	24	60	60

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90	9.5	9.5	18.5	18	24	60	60
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Figure 9.1.13 Parking Dimensional Layout Diagram



Key for Figure 9.1.13

- W2 Parking Module Width (wall to wall)
- W4 Parking Module Width (interlock to interlock)
- AW Aisle Width
- WP Stall Width
- VPi Stall Depth to Interlock
- VPw Stall Depth to Wall
- Sw Basic Stall Width

C. General Design Criteria

1. The parking areas of all developments shall be designed so that sanitation, emergency, and other public service vehicles can serve such developments without the necessity making hazardous turning movements.
2. Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians, bicyclists, or other vehicles and without interfering with parking areas. This includes the provision for "stop", "yield", "speed limit", "do not enter" and other traffic signs at appropriate locations.
3. Vehicles parked on private driveways shall be arranged to avoid pedestrian / vehicle conflict (i.e. vehicles should not extent across sidewalks or other pedestrian facilities).

9.1.14 Queuing for Drive-Through Facilities

In addition to meeting the parking requirements of this Part, drive-through facilities shall comply with the following standards.

- A. Spaces Required. The minimum number of queue spaces required shall be as follows. The Director of the Permit Issuing Authority may permit variations from these minimums when he/she finds that such modifications would not adversely affect the functionality of the parking area and the safety of those that use it. The Director of Works may require queue spaces in excess of the minimum when he/she finds that the proposed facility would cause traffic to back-up on a public thoroughfare.

Use	Minimum Spaces	Measured From
Bank Teller Lane, Laundromats/Dry Cleaners, Drug Store, Ice Cream Parlor, Liquor Store, and all other drive-through lanes not specifically listed	3 per Lane	Teller or Window
Automated Teller Machine (ATM)	2 per Machine	Teller Machine
Restaurant, Coffee Shop Drive-Through	6 per Lane	Pick-Up Window
Car Wash (Conveyor Type Operated/ Washed by Customer)	4 per Conveyor Unit/Stall	Entrance
Car Wash (Conveyor Type Operated/ Washed by Employees)	6 per Conveyor Unit/Stall	Entrance
Car Wash (Self Service/ Manual)	2 per Stall	Stall

- B. Minimum Dimensions. Each queue space shall be at least ten (10) feet in width and twenty (20) feet in length.
- C. Design. Each queue lane shall be clearly defined and designated so as not to conflict or interfere with other pedestrian or vehicular traffic on the site.

9.1.15 Parking in Residential Areas

The following regulations shall apply to outdoor parking for all residential zoning districts located in allowed parking area in the Neighborhood, Traditional Neighborhood and Village Form Districts.

- A. Parking of Passenger Vehicles and Light Trucks. Passenger vehicles and light trucks may be parked in any allowed parking area to the extent that the number of vehicles being parked does not exceed the maximum permitted in Table 9.1.3B.
- B. Parking of Medium and Heavy Trucks.
 - 1. The parking of medium trucks shall count against the maximum number of vehicles allowed in Table 9.1.3B and shall be permitted as follows:

No more than one medium truck per dwelling unit may be parked outdoors on a lot that is less than 20,000 square feet in size.

No more than two medium trucks per dwelling unit may be parked outdoor on a lot that is greater than or equal to 20,000 square feet in size.
 - 2. The parking of heavy trucks and equipment is prohibited.
- C. Buses, Utility Trailers and Recreational Vehicles. Buses, utility trailers, recreational vehicles and trailers used to haul recreational vehicles may be parked in required parking spaces as specified in B above, but shall not be parked between the street and façade of the principal structure on the lot. These vehicles shall count toward the maximum number of vehicles permitted on a lot. For purposes of this regulation a recreational vehicle on a trailer shall be considered as one vehicle.

Exception: Those located within multi-family developments that consist of six (6) or more apartment units shall be parked in areas set aside for such parking and shall be screened using a continuous vegetative hedge at least three (3) feet in height.

- D. Vehicle Service and Repair. Service and repair of vehicles not owned or leased by and registered to a resident of the site is prohibited. Vehicles may be serviced and repaired provided that the conditions listed

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in either 1 and 2 or 3 and 4, below, are met.

1. The vehicles are owned or leased by and registered to residents of the site and
2. The service and repair is minor. Minor service and repair includes tune-ups, replacement and servicing of oil and other fluids, and replacement and adjustment of minor parts such as tires, hoses, belts, filters, fuses and similar items. It does not include: body and fender repair and replacement; painting; engine or transmission removal or replacement; or any work using welders, torches, or air-driven power tools.

NOTE: *Abandoned, Junked and Inoperable Vehicles are regulated by various City and County Ordinances*

3. The vehicles are owned or leased by and registered to residents of the site; and
4. All work occurs within a completely enclosed structure.

9.1.16 Parking Waiver Provisions

- A. General Parking Waivers. In extraordinary cases in which the requirements of this Part would create hardship in the use of a particular site, the Planning Commission may consider granting a General Parking Waiver.
 1. When Required. General Parking Waivers are required when an applicant wishes to provide less parking spaces than are required by this Part, when an applicant wishes to provide more parking spaces than are allowed by this Part, or when an applicant wishes to use on-street parking spaces that are not directly adjacent or abutting the development site or parking spaces located in a public parking lot to meet the minimum number of spaces required by this Part.
 2. Application Requirements. General Parking Waiver applications must provide the following:
 - a. A completed application form.
 - b. A district development plan depicting the use and the off-street parking areas which, except as otherwise specified herein, shall be processed, implemented and enforced as prescribed by other portions of the Land Development Code. The applicant shall pay the fee specified for such a request unless the request is processed with a request for rezoning relating to the same property.
 - c. The names and addresses of:
 - i. 1st and 2nd tier property owners,
 - ii. Neighborhood groups who have registered with PDS to receive notices of development actions,
 - iii. 2nd through 6th class city if the development is located within or immediately adjacent to such a municipality,
 - iv. Metro council district representative, and
 - v. Any property owner within 100 feet of any on-street parking spaces or public parking lot proposed to be used to meet the requirements of this part.
 - d. Parking Study as prescribed in Section 9.1.17 of this Part.
 - e. A current recorded deed with an "End of Document Stamp" on the last page.

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- f. Any other submittal requirements as determined by the Planning Director or designee.
3. Process.
- a. The Planning Director(or designee), Development Review Committee, the Planning Commission and Metro Council shall review a General Parking Waiver request as follows:
 - i. Parking waiver reductions of 10% or less or five (5) spaces or less (no matter the percentage) shall be reviewed by the Planning Director or designee. Notice shall be sent in accordance with paragraph b below. Based on public comments the director or designee may choose to bring the proposed parking waiver to the Development Review Committee for further review, notice of this meeting shall be in accordance with paragraph b below as well.
 - ii. Parking waiver reductions of more than 10% but less than 30% shall be reviewed by an appropriate committee of the Planning Commission. Notice of the parking waiver review by the committee of the Planning Commission shall be sent in accordance with paragraph b below.
 - iii. Parking waiver reductions of 30% or greater shall be reviewed by the Planning Commission at a public hearing. Notice of the parking waiver review public hearing shall be sent in accordance with paragraph b below. In cases of parking waiver reductions in excess of 50% the Planning Commission shall forward a recommendation to the applicable legislative body with zoning authority for final action.
 - iv. Waivers to provide more parking than the maximum allowed shall be review by an appropriate committee of the Planning Commission. Notice of the parking waiver review by the committee shall be in accordance with paragraph b below.
 - b. Notice. Notice of the parking waiver shall be sent to those meeting the criteria of Section 9.1.16 A.2.c using the information provided by the applicant, by first class mail not less than ten (10) and not more than thirty (30) days prior to the date of the public meeting or final action by the Planning Director.
4. Required Findings. In granting a General Parking Waiver the Planning Commission must find that:
- a. All General Parking Waivers
 - i. The Parking Waiver is in compliance with the Comprehensive Plan; and
 - ii. The applicant made a good faith effort to provide as many parking spaces as possible on the site, on other property under the same ownership, or through joint use provisions.
 - b. Waivers to Reduce the Minimum Number of Required Parking Spaces
 - i. The applicant made a good faith effort to provide as many parking spaces as possible on the site, on other property under the same ownership, or through joint use provisions; and
 - ii. The requested waiver is the smallest possible reduction of parking spaces that would accommodate the proposed use; and
 - iii. Adjacent or nearby properties will not be adversely affected; and
 - iv. The requirements found in Table 9.1.3B do not accurately depict the parking needs of the proposed use and the requested reduction will accommodate the parking demand to be generated by the proposed use; and
 - v. That there is a surplus of on-street or public spaces in the area that can accommodate the generated parking demand.

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- c. Waivers to Provide More Parking Spaces than the Maximum Allowed
 - i. The requirements found in Table 9.1.3B do not allow the provision of the number of parking spaces needed to accommodate the parking needs of the proposed use; and
 - ii. The requested increase is the minimum needed to do so.
- 5. Continued Validity. The continued validity of a Parking Waiver shall be in accordance with following:
 - a. Any reduction of the required number of parking spaces granted by the Planning Commission shall be limited to the specific use of the property and the amount of parking shown on the district development plan.
 - b. Any expansion of the use beyond what is depicted on the development plan shall provide parking as required by this Part.
 - c. Any change of use of property that has been granted a parking waiver shall be reviewed by the Planning Commission. If the Commission determines that the change in use may have a substantial impact on the need for parking facilities, the Commission shall hold a public hearing to determine if the reduction of parking spaces granted to the previous use shall apply to the new use.
 - d. Parking waivers approved under a previous development code regulation shall be valid under this part. The parking requirement for a site that obtained a waiver under a previous development code regulation shall be based on the number of spaces required as part of the waiver approval. A property owner may abandon a parking waiver approval under a previous development code by written request to the Planning Director. The request shall be reviewed by the Land Development and Transportation Committee. The owner/applicant shall demonstrate sufficient parking under the LDC before review of any abandonment request.
- B. Residential Revitalization Parking Waivers. In cases in which the minimum parking space requirements of this Part would create hardship in the use of a particular site for residential purposes, the parking space requirements may be reduced by up to one hundred (100) percent of the spaces normally required if:
 - 1. The site is located within a Traditional Neighborhood, Traditional Marketplace Corridor, Traditional Workplace or Town Center Form District.
 - 2. The Planning Commission finds that the reduction of parking requirements will not create a shortage of parking spaces in the surrounding area and that the provision of parking spaces as prescribed in this Part would create a hardship or would entail extraordinary expense; and
 - 3. For requests for reduction of parking requirements by ten (10) or more spaces, the Planning Commission finds the request to be in conformance with the Comprehensive Plan. The Planning Commission may hold a public hearing on the waiver request if it determines that a public hearing is necessary.
 - 4. Planning Commission approval or denial of any residential revitalization parking waiver request may be reviewed by the legislative body having zoning authority over the property in question, if said legislative body determines that such a review is warranted. Any such review shall be conducted as a public hearing. The owner(s) of the subject property or any aggrieved party may request such a hearing by written letter to the appropriate legislative body stating the reason(s) why such a review is warranted. Such letter shall be filed with the appropriate legislative body within fifteen (15) days from the date the minutes of the Planning Commission are approved reflecting its action regarding said residential revitalization parking waiver request. The legislative body shall forward a copy of said letter to the owner of the subject property, if the owner is not the applicant for the review. A copy of said

letter shall also be forwarded by the legislative body to the Planning Commission.

- a. If the legislative body determines that a review regarding the residential revitalization parking waiver request is warranted, it shall inform the Planning Commission, by letter, of the date, time, place, and subject of the public hearing concerning the review.
- b. The legislative body shall notify, by letter, all parties of record to any Planning Commission hearing previously held regarding the subject residential revitalization parking waiver request, and all owners of property adjoining the subject property of the date, time, place, and subject of the hearing.
- c. The public hearing shall include a presentation by the Planning Commission stating the reason(s) for its action pertaining to the residential revitalization parking waiver request. In addition, any applicant for review of the Planning Commission's action pertaining to said request shall state why he believes the Planning Commission's action was not justified. The legislative body may hear any other such witnesses and review any other evidence at the hearing it deems appropriate.
- d. The legislative body may adopt a resolution approving or denying the residential revitalization parking waiver request, but it must act no later than sixty (60) days from the time Planning Commission acts on the waiver request.

9.1.17 Parking Studies

- A. When Required. A Parking Study shall be required when any of the following occurs:
 1. An applicant wishes to utilize the Joint Use Parking provisions described in Section 9.1.6.
 2. An applicant requests a General Parking Waiver to allow the provision of less parking spaces than are required by this Part.
 3. An applicant requests a General Parking Waiver to allow the provision of more parking spaces than is allowed by this Part.
 4. An applicant wishes to use on-street parking spaces that are not directly adjacent to or abutting the development site or parking spaces in a public parking lot to meet the minimum number of parking spaces required by this Part.
 5. The Public Works Director or designee, upon consultation with the Planning Director or designee and the agency responsible for approval of off-street parking facilities, requests a Parking Study due to unusual circumstances on or near the site.
 6. EXCEPTION: A parking study shall not be required if a corridor or area specific parking study has been conducted that includes the development site in question. The corridor or area specific parking study shall be used to fulfill the parking study requirement listed in Section 9.1.17 A1-5. A parking study shall not be required for parking waiver requests of 10% or less.
- B. Content. A Parking Study submitted to satisfy the requirements of this Part shall include the following information based upon the reason the Parking Study is required. The Public Works Director or designee, upon consultation with the Planning Director or designee and the agency responsible for approval of off-street parking facilities, may waive any of these required contents or require additional information depending upon the specifics of the application. The Parking Study shall be reviewed by, and must be acceptable to, the Public Works Director or designee, upon consultation with the Planning Director or designee and the agency responsible for approval of off-street parking facilities.
 1. Joint Use Parking

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- a. A description of each site's use(s) including a detailed calculation of its required/allowed parking, a listing of peak hour(s) of parking demand for each use and/or site, and an inventory of existing spaces on each site; and
 - b. The results of at least three separate site surveys, conducted on different days, that depict the usage of the existing parking spaces hourly during the peak hours of usage and hourly four hours before and after that time. Site surveys are not needed for any portion of the period four hours before and after the peak hour in which the use is not in operation. One of the days surveyed should be the peak day or busiest day of operation, if one can be determined for the specific use(s); and
 - c. Any other information requested by the Planning Director or the agency responsible for approval of off-street parking facilities.
 - d. A map showing the location of on-street and off-street parking spaces used in the parking study. The map shall clearly delineate the location and number of spaces used in the study.
2. Parking Waivers for Space Reductions or Increases.
- a. An analysis of the peak parking demand for two similar or like facilities in terms of use and size. The analysis should include the facilities' peak parking days of the week and hours of the day, as depicted by a study of the existing parking spaces hourly during the peak hours of usage and hourly four hours before and after that time for each facility. It should also include the number of spaces each facility contains; or
 - b. The results of at least three separate site surveys, conducted on different days, that depict the usage of the existing parking spaces hourly during the peak hour of usage and hourly four hours before and after that time. Site surveys are not needed for any portion of the period four hours before and after the peak hour in which the use is not in operation. One of the days surveyed should be the peak day or busiest day of operation, if one can be determined for the specific use(s); and
 - c. Any other information requested by the Planning Director or the agency responsible for approval of off-street parking facilities.
 - d. A map showing the location of on-street and off-street parking spaces used in the parking study. The map shall clearly delineate the location and number of spaces used in the study.
3. Parking Waivers for Use of On-Street Parking Spaces Not Adjacent to Site or Spaces Located in Public Parking Lots
- a. A map depicting the site and all lots, uses, streets, and alleys adjacent to on-street parking spaces proposed to be used to satisfy the minimum parking space requirements of this Part. The map should also depict the on-street parking spaces or public parking lot and should be drawn to scale and include a north arrow; and
 - b. The results of at least three separate site surveys, conducted on different days, that depict the usage of the existing on-street parking spaces or public parking lot during the peak hour of usage and four hours before and after that time. Site surveys are not needed for any portion of the period four hours before and after the peak hour in which the use is not in operation. One of the days surveyed should be the peak day or busiest day in the vicinity, if one can be determined for the specific use(s); and
 - c. Any other information requested by the Planning Director or the Director of Works.

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- d. A map showing the location of on-street and off-street parking spaces used in the parking study. The map shall clearly delineate the location and number of spaces used in the study.

9.1.18 Loading Area Requirements

All buildings and uses that require the receipt or distribution of materials or merchandise by medium or heavy trucks or similar vehicles shall provide loading space in accordance with this Part.

- A. The following requirements for loading areas shall be applicable within the Neighborhood, Village, Campus, Town Center, Regional Center, Suburban Marketplace Corridor and Suburban Workplace Form Districts:
 - 1. New buildings, or buildings structurally altered to the extent of increasing floor area to an amount equal to the minimum floor area required to provide loading space, shall provide the number of spaces in accordance with its class of use as prescribed by this Section. Only that portion erected or expanded after the effective date of this Part shall be required to meet the provisions of this Section.
 - a. Commercial, industrial, and public utility uses, which have gross floor area of 5,000 square feet or more, shall provide off-street truck loading or unloading berths in accordance with the following:

Square Feet of Floor Area	Number of Berths Required
Less than 5,000	0
5,000 to 30,000	1
30,001 and over	2 plus 1 for each additional 90,000 square feet or portion thereof

- b. Office buildings, hotels, hospitals and institutions, schools and colleges, public buildings, recreational or entertainment facilities, and any similar use which has a gross floor area of 100,000 square feet or more shall provide off-street truck loading or unloading berths in accordance with the following:

Square Feet of Floor Area	Number of Berths Required
Less than 100,000	0
100,001 to 200,000	1
200,001 and over	2 plus 1 for each additional 90,000 square feet or portion thereof

- c. Restaurants that have a gross floor area greater than 30,000 square feet shall provide at least one off-street truck loading or unloading berth.
- 2. The minimum size of an off-street loading berth shall be 10 feet by 50 feet, with a height clearance of 14 feet, exclusive of driveways and maneuvering space. The loading berth shall be designed and located to preclude the need of a delivery vehicle to back onto a public right-of-way.
- 3. Loading and unloading spaces shall not constitute required off-street parking space; nor shall any off-street parking area be used for off-street loading purposes. No loading area may be located in the required yards.

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4. The number and size of loading berths required by this Part may be reduced by up to fifty (50) percent or by one berth, whichever is greater, by the agency responsible for approval of off-street parking facilities upon demonstration by the applicant that the proposed building or use can be adequately served by fewer and/or smaller berths than is required by this Part.
- B. The following requirements for loading areas shall be applicable within the Downtown, Traditional Neighborhood, Traditional Marketplace and Traditional Workplace Form Districts:
1. New buildings or uses shall provide truck loading or unloading berths adequate to serve the proposed use. The Director of Works, upon consultation with the agency responsible for approval of off-street parking facilities, shall determine the minimum number and size of off-street loading berths required.
 2. The proposed building or use may fulfill minimum loading requirements by providing a combination of both off-street loading berths and on-street loading zones. The Director of Works, upon consultation with the agency responsible for approval of off-street parking facilities, shall make a determination of the minimum number and size of off-street loading berths based on a review of the development and circulation plans and other supporting documentation submitted by the applicant. Peak hour restrictions and a license agreement for on-street loading/maneuvering areas may be required by Metro Public Works.

Chapter 9 Part 2 Bicycle Parking Standards

The intent of this Part is to provide an adequate quantity of bicycle parking facilities in proportion to the need created by each land use. These regulations are further intended to provide durable bicycle parking facilities that provide good support of the bicycle frame.

9.2.1 Relationship to the Comprehensive Plan

The bicycle parking standards prescribed by this Part are intended to implement land development code provisions that are consistent with the Goals, Objectives, and Policies of the Comprehensive Plan, in accordance with Chapter 100 of Kentucky Revised Statutes.

9.2.2 Applicability

The requirements of this Part shall apply to all bicycle parking devices/facilities in all Form Districts, whether required by this Land Development Code or created for the convenience of property owners or users. No permanent certificate of occupancy shall be provided unless and until the appropriate bicycle parking facilities are provided in compliance with this Part.

NOTE: Temporary C.O. (Certificate of Occupancy) could be issued, to avoid costly delays for new developments in the process of installing bicycle facilities.

9.2.3 Parking Device Type and Location Requirements

The type of bicycle parking facility, method of installation, and location of the device must be in accordance with the Bicycle Parking Facility Design Manual found in Appendix 9A. Any deviations from this Manual must be approved by the Director of Public Works. Whenever the device will be placed in the public right-of-way, the Public Works Department must approve the location.

9.2.4 Signage Requirements

Instructional signs are required unless the design of the parking device is so common or straightforward that its mode of use is self-evident. Directional signs are required if the parking locations are not easily visible when approaching the area. Directional signs that will be placed within the public right-of-way must conform to the Manual of Uniform Traffic Control Devices and be approved by the Public Works Department.

9.2.5 Parking Space Requirements

- A. Calculating Space Requirements. The requirements listed in Table 9.2.5 pertain to the number of spaces for bicycle parking. One bicycle parking rack may have room for several parking spaces. Where an option is provided, whichever results in the greatest number of spaces is the minimum required. For land uses not specifically mentioned in the table, requirements will be determined based on the most similar use listed, except that single family and multi-family residential dwellings are exempt from bicycle parking requirements.
- B. Parking Requirements for Additions to Existing Structures/ Uses. The standards in Table 9.2.5 shall apply when any existing use or structure is proposed for an addition or expansion that increases the unit(s) of measurement (such as number of dwelling units, gross floor area, seating capacity, or number of employees) used for computing the required parking facilities for that use. When a lawful building or use not meeting the requirements for bicycle parking is increased in gross floor area by fifty (50) percent or

Bicycle Parking Design Manual

less, then only the addition shall be required to meet the standards of this Part. The existing building or use is not required to come into compliance with the standards of this Part. When a lawful building or use not meeting the requirements for bicycle parking is increased in gross floor area by more than fifty (50) percent, then both the existing building or use and the addition shall be required to meet the standards of this Part. This provision shall be cumulative and shall apply to any single or group of successive increases that occur after the effective date of this Part.

- C. Reduction or Waiver Requirements. The Planning Director, upon consultation with the Director of Public Works and the Director of Building Permits, is authorized to reduce or waive the bicycle parking space requirements if there are extraordinary circumstances related to land use, adjacent road network and bicycle accessibility, availability of bicycle parking off the premises, or other mitigating circumstances.
- D. Short-term and Long-term Parking. Public bicycle parking facilities within the same block face, or within 400 feet of the main entrance for a business within a shopping center, may satisfy short-term parking requirements. Secured storage facilities with ample room and accessibility for bicycles may satisfy long-term parking requirements. While Table 9.2.5 divides the parking space requirements into long-term and short-term requirements, any bicycle parking facility that is approved in the Bicycle Parking Design Manual or specifically approved by the Public Works Department can be used to satisfy either long-term or short-term requirements. However, for maximum utilization of the parking facilities, it is recommended that the long-term parking spaces be secure and suitable for all-day parking.

NOTE:

Short-term Parking - Short-term parking is mainly for visitors and customers. Some short-term bicycle racks have spaces for several bicycles.

Long-term Parking - Long-term parking is for all-day users. They can be bicycle lockers, "bike banks," bicycle racks in enclosed areas, or space within a building where workers may park a bicycle for the day. Many long-term parking facilities have space for only one bicycle.

Refer to the Bicycle Parking Design Manual, in the Appendix, for illustrations of acceptable bike parking facilities.

Bicycle Parking Design Manual

Table 9.2.5: Bicycle Parking Requirements by Land Use

Use Category	Specific Use	Required Long-term Parking Spaces	Required Short-term Parking Spaces
Residential	Boarding and lodging houses	2, or 1 per ten sleeping rooms	None
	Hotels, motels	2, or 1 per 50 employees	
Commercial / Industrial	Retail sales, service operations*	2, or 1 per 50,000 square feet of gross floor area	2, or 1 per 25,000 square feet of gross floor area
	Office buildings**		2, or 1 per 50,000 square feet of gross floor area
	Museums, libraries	2, or 1 per 50 employees	4, or 1 per 25,000 square feet of gross floor area
	Movie theaters		4, or 1 per 50 seats
	Restaurants, ice cream shops, coffee shops		
	Recreation centers		4, or 1 per 25,000 square feet of gross floor area
	Major event entertainment (e.g. Stadiums, arenas)		8, or 1 per 500 seats
	Manufacturing		None
	Warehousing		
Institutional	Medical centers		2, or 1 per 25,000 square feet of gross floor area
	Transit park and ride lots		1 per 50 daily boardings

* Retail businesses below 3,000 square feet of gross floor area are exempt from bicycle parking requirements.

** Office buildings below 10,000 square feet of gross floor area are exempt from bicycle parking requirements.

Appendix 9A Bicycle Parking Design Manual

The current Bicycle Parking Design Manual can be found at

[https://louisvilleky.gov/sites/default/files/bike_louisville/2015_pdfs/appendix_9a -
_bicycle_parking_design_manual_2011.pdf](https://louisvilleky.gov/sites/default/files/bike_louisville/2015_pdfs/appendix_9a_-_bicycle_parking_design_manual_2011.pdf)

(this link worked December 4, 2015)

If this link doesn't work or you are in the hard copy of the LDC please go to the louisvilleky.gov website and inside the search widow type "Appendix 9A Bicycle Parking Design Manual"