
ARTICLE 8

**OFF-STREET PARKING AND
ACCESS CONTROL REGULATIONS**

SECTION 8.0 GENERAL REQUIREMENTS:

- A. **OFF-STREET PARKING:** In all Commerce zones and all conditional uses in the Rural Zone, off-street parking facilities for use by occupants, employees, and patrons of the building hereafter erected, altered, or extended, and all uses of the land after the effective date of this Ordinance, shall be provided and maintained as herein prescribed.
- B. **COMPUTATION OF PARKING SPACES:** In determining the number of required off-street parking spaces, if such spaces result in fractional parts thereof, the number of said required spaces shall be construed to be the next highest whole number.
- C. **ADDITIONAL PARKING SPACES TO BE PROVIDED:** Whenever the intensity of use of any building, structure, or premises shall be increased through addition of dwelling units, gross floor area, seating capacity, change of use, or other units of measurement specified herein, additional parking spaces shall be provided in the amounts hereafter specified for that use, if the existing off-street parking area is inadequate to serve such increase in intensity of use.
- D. **LOCATION OF OFF-STREET PARKING FACILITIES** Off-street parking facilities shall be permitted in driveways in the front, side, and rear yards, provided all requirements of this Ordinance are met, and provided that all off-street parking facilities shall be set back a minimum of five (5) feet from any street right-of-way line. All off-street parking facilities shall be located on the same lot as the building served.
- E. **DRIVEWAYS NOT COMPUTED AS PART OF REQUIRED PARKING AREA:** Entrances, exits, or driveways shall not be computed as any part of a required off-street parking area.
- F. **OFF-STREET PARKING SPACE TO BE USED FOR PARKING ONLY:** Any vehicle parking space shall be used for parking only. Any other use of such space, including repair work or servicing of any kind, other than in an emergency, or the requirement of any payment for the use of such space, shall be deemed to constitute a separate commercial, use in violation of the provisions of this Ordinance.

- G. **NO BUILDING TO BE ERECTED IN OFF-STREET PARKING SPACE:** No building of any kind shall be erected in any off-street parking area, except a parking garage containing parking spaces equal to the requirements set forth in this section of this Ordinance or a shelter house/booth for a parking attendant, provided the number of required spaces are not reduced.
- H. **PARKING PLAN APPROVAL REQUIRED:** Plans for all off-street parking facilities, including parking garages, shall be submitted to the Zoning Administrator for review and for compliance with the provisions of this Ordinance and such other pertinent ordinances. Plans for all off-street parking facilities, including parking garages, shall be submitted as part of a Stage II Development Plan. Such plans shall show the number of spaces and arrangements of parking aisles, location of access points onto adjacent streets, provisions for vehicular and pedestrian circulation, location of sidewalks and curbs on or adjacent to the property, utilities, location of shelters for parking attendant, locations of signs, typical cross-sections of pavement, including base and sub-base, proposed grade of parking lot, storm drainage facilities, location and type of lighting facilities, and such other information or plans as the circumstances may warrant. Where such parking plans include provisions for access points to adjacent streets, then said plans shall also be prepared in accordance with the requirements of Section 11.3 of this Ordinance.

SECTION 8.1 DESIGN AND LAYOUT OF OFF-STREET PARKING AREAS:

- A. **SIZE OF OFF-STREET PARKING SPACES:** For the purposes of this Ordinance, one (1) off-street parking space shall be a minimum of nine (9) feet in width and twenty (20) feet in length, exclusive of access drives and aisles. Such parking spaces shall have a vertical clearance of at least seven (7) feet.
- B. **WIDTH OF ACCESS DRIVES:**
1. All off-street parking areas shall be laid out with the following minimum aisle or access drive widths:
 - a. Ninety (90) degree (perpendicular) parking - Twenty-four (24) feet (either one (1) or two (2) way circulation).
 - b. Sixty (60) degree (angle) parking - Eighteen (18) feet (one-way circulation only).
 - c. Forty-Five (45) degree (angle) parking - Thirteen (13) feet (one way circulation only).
 - d. Thirty (30) degree (angle) parking - Eleven (11) feet (one way circulation only).

- e. Zero (0) degree (parallel) parking - Twelve (12) feet (one way circulation only).
 2. Except as herein provided, the minimum width of access drives or aisles, as provided for in Section 8.1, B., 1. of this Ordinance, shall be required whether the access drive or aisle provides access to an off-street parking area or individual off-street parking spaces.
 3. When any combination of these types of parking is used (facing the same aisle) the most restricted aisle or access drive width requirements shall prevail. In addition, a two (2) foot overhang may be permitted on the external sides of a parking area.
 4. If the width of the parking space is increased over nine (9) feet, the drive aisle width can be decreased proportionally (two (2) foot width in drive aisle per one (1) foot increase in space width) except that a drive aisle for two-way traffic may not be decreased below twenty (20) feet in width and a drive aisle for one-way traffic may not be decreased below eleven (11) feet in width.
- C. ACCESS TO OFF-STREET PARKING SPACES: Each required off-street parking space shall be connected with a deeded public right-of-way by means of aisles or access drives. The off-street parking area shall be so designed to ensure that all maneuvering into and out of each off-street parking space shall take place entirely within property lines of lots, garages, and/or storage areas.
- D. OFF-STREET PARKING AREAS IN COMMERCE ZONES: All such off-street parking areas shall have a protective wall and/or bumper blocks around the perimeter of said off-street parking area and shall be so designed that all vehicles leaving the facility will be traveling forward to approaching traffic. All off-street parking areas shall be effectively screened on each side adjoining or fronting on any property situated in a zone permitting single-family residential dwellings, as regulated by Section 6.11 of this Ordinance. Ground cover shrubs and trees shall be located and maintained so as to not interfere with vehicular and pedestrian traffic on the property or with sight distance clearance at entrances and exits.
- E. LIGHTING: Any lighting used to illuminate off-street parking areas shall not glare upon any right-of-way or adjacent property.
- F. PAVING OF NEW OFF-STREET PARKING AREAS: Except as provided below in this paragraph, all new off-street parking areas shall be paved with asphalt concrete or Portland Cement concrete. Alternative hard surface paving systems, including decorative pavers, may be used, provided that the system and

materials used will have the same or greater load bearing strength as asphalt concrete or cement concrete. The Zoning Administrator may, however, allow parking lots to be paved with gravel for a period of up to one (1) year to allow settling when such lot is constructed on a former building site, or when weather conditions prevent immediate paving with a hard surface. Under no circumstances shall an off-street parking area be used for more than one (1) year without being paved in accordance with the above requirements. EXCEPTION: Upon written application to the Zoning Administrator, waiver of the paving requirement may be temporarily or permanently granted by the Zoning Administrator for parking areas to be used as follows: (1) when the following conditions are met: (a) only by owners, operators and employees of the business, and not customers or consumers, (b) only when the parking facility will service limited or minimal quantities of traffic, and (c) only in remote or rural areas not easily visible to the general or traveling public; or (2) for the annual Woolfest and for parking at athletic fields located in flood plains.

SECTION 8.2 SPECIFIC OFF-STREET PARKING REQUIREMENTS:

- A. The amount of required off-street parking for uses, buildings, or additions, and changes in intensity of uses thereto, shall be determined according to the following requirements, and the space, so required, shall be stated in the application for a zoning and building permit and shall be reserved for such use. Where more than one use is located in the same building, each individual use shall be in accordance with the off-street parking requirements of this section of this Ordinance.
 - 1. Residential: Two (2) parking spaces for each dwelling unit, rented room, and family.
 - 2. Non-residential: One (1) parking space for each employee on shift of largest employment; plus the following as applicable:
 - a. one space for each for each 200 feet of gross floor space for office, retail and service operation.
 - b. one space for each driving-age student in a school and one space for every two (2) non-driving-age student in a school.
 - c. one space for each customer/client/user which the facility is designed to serve at fullest capacity.
 - d. one space for each available seat in an auditorium, church, gymnasium or other place of assembly.

- B. If the foregoing requirements result in an excessive number of parking spaces based on a well-reasoned study submitted by the owner or operator of a facility, the Zoning Administrator shall have authority to modify the foregoing requirements, to a number justified by said study, provided that the study adequately identifies the proposed uses, their use at peak conditions, and proposes adequate parking for employees and the general public, without the requirement of using off-site parking. In the event that any such facility, after developed and utilized, presents parking inadequacy problems, the Zoning Administrator shall require the owner or operator to provide additional parking as determined by this Ordinance or have their zoning permit revoked and be subject to penalties for violation of this Ordinance after issuance of a notice letter of violation.

SECTION 8.3 ACCESS CONTROL REGULATIONS:

- A. **PURPOSE:** In order to promote greater safety of passage between streets and land, improve the convenience and ease of movement of travelers on streets, permit reasonable speeds and economy of travel, and increase and protect the capacity and safety of streets, the location and design of access points shall be in accordance with the following access control regulations. These regulations shall apply to all arterial and collector type streets, as identified in the adopted comprehensive plan.
- B. **PROVISION OF RESERVED TURNING LANES:** At those access points where vehicles turning to and from arterial and collector streets will substantially affect the roadway capacity, reserved turn lanes shall be constructed by the developer.
- C. **PROVISION OF FRONTAGE ROAD:** Where possible, provision for the construction of a frontage road shall be made. However, access to arterial or collector streets via an intersecting street or a common driveway shall be investigated if such a design is not reasonable.
- D. **COORDINATION OF ACCESS POINTS:** Access points on opposite sides of arterial and collector streets shall be located opposite each other, otherwise turning movement restrictions may be imposed by the planning commission, or its duly authorized representative. In addition, in order to maximize the efficient utilization of access points, access drives shall be designed, located, and constructed in a manner to provide and make possible the coordination of access with, and between, adjacent properties developed (present or future) for similar uses. As a condition of approval for construction, use, or reuse of any access road, the Zoning Administrator may require that unobstructed and unencumbered access, in accordance with the provisions of this Ordinance, be provided from any such access point to adjacent properties.

E. SPACING RESTRICTIONS FOR SIGNALIZED ACCESS POINTS: Except when approved by the Kentucky Transportation Cabinet, access points which will warrant signalization shall be spaced a minimum distance of one quarter (1/4) mile apart. The exact location of the signal light shall be determined by a traffic engineering study which shall at least account for the following variables:

1. Speed.
2. Traffic signal phasing.
3. Traffic signal cycle length.
4. Roadway geometrics.
5. Accident experience.

Provision for all turning movements to maintain the design capacity of the roadway shall be required.

F. SIGHT DISTANCE: The location of access points shall comply with safe sight distance requirements, based on the six second standard of the Kentucky Transportation Cabinet. The centerline of all access points shall intersect as nearly at a ninety (90) degree angle as possible, but in no case shall the angle of intersection be less than seventy-five (75) degrees or greater than one hundred five (105) degrees, unless approved by the planning commission, or its duly authorized representative, whichever is applicable, due to certain exceptional conditions. The site distance requirements of this Ordinance are in addition to, not replacement of, any sight distance regulations contained in other Ordinances of the legislative bodies.

G. LOCATION OF UNSIGNALIZED ACCESS POINTS:

1. Arterials:
 - a. Access points along principal arterials (US 27 and Ky 9) shall be spaced a minimum distance of six hundred (600) feet apart, measured from point of curb return to point of curb return. Turning restrictions and/or reserved lanes may be required.
 - b. One (1) access point per tract will be permitted. However, if the spacing requirements for a direct access point onto an arterial street, as provided for in Section 8.3, G., 1., a. of this Ordinance, cannot be met, then an access point may be located on a frontage road, on an intersecting local street, or share a common driveway that meets the spacing requirements. In order for the intersecting local street or frontage road to function properly, access onto them shall be controlled as follows:

- (1) Access points onto local streets which intersect an arterial street shall be spaced a minimum distance of two hundred (200) feet, measured from point of curb return to point of curb return, from the arterial street.
 - (2) In areas zoned to permit commercial uses, access points from adjacent properties onto frontage roads, shall be spaced a minimum distance of one hundred (100) feet, measured from point of curb return to point of curb return, from intersections of the frontage road with local or collector streets.
- c. If a tract of land has no means of access that would meet the requirements of this section of the Ordinance, one (1) access point shall be permitted. However, all such access points shall be considered temporary and may be terminated, reduced, limited to certain turning movements, or caused to be relocated by the planning commission at such time as the particular use served by the access point changes and/or the property is otherwise provided an alternate means of access via a frontage road, an intersecting local street, or sharing of a common driveway. Provisions for the construction of a frontage road, restricted turning movements, or other improvements, may be required, as a condition to approval, in order to minimize the number of access points and congestion to the adjacent street. In all cases where said access points are classified as temporary, such designation shall be noted on the Stage I and Stage II Development Plans submitted for a zoning permit and also upon the deed of the property in question.
2. Collector Streets:
- a. One (1) access point per tract will be allowed. The minimum spacing between adjacent access points on this type of facility shall be three hundred (300) feet, measured from point of curb return to point of curb return. However, if the spacing requirements for a direct access point onto a collector street cannot be met, then an access point may be located on a frontage road, on an intersecting street, or share a common driveway that meets the spacing requirements.
 - b. If a tract of land has no means of access that would meet the requirements of this section of this Ordinance, one (1) access point shall be permitted. However, all such access points shall be considered temporary and may be terminated, reduced, limited to certain turning movements, or caused to be relocated by the Zoning

Administrator at such time as the particular use served by the access point changes and/or the property is otherwise provided an alternate means of access via a frontage road, an intersecting local street, or sharing of a common driveway. Provisions for the construction of a frontage road, restricted turning movements, or other improvements, may be required, as a condition to approval, in order to minimize the number of access points and congestion to the adjacent street. In all cases where said access points are classified as temporary, such designation shall be noted on the Stage I and Stage II Development Plans submitted for a zoning permit and also upon the deed of the property in question.

H. WIDTH OF ACCESS POINTS:

1. Except as herein provided, in Rural zones, no access point width shall be less than nine (9) feet nor more than twenty (20) feet. In all Commerce zones, access points shall not be less than eleven (11) feet in width for one way traffic and twenty-two (22) feet in width for two-way traffic. The width shall be measured from the point of curb return to point of curb return, or edge of pavement if no curb exists, excluding the curb radius.
2. The Zoning Administrator may modify (enlarge or reduce) the width to provide for a more efficient and safe channelization and/or flow of traffic.

I. EXCEPTIONS TO ACCESS POINT REQUIREMENTS: Where situations develop that may require special treatment, the requirements as provided for in Section 8.3., B.- H. of this Ordinance may be varied, provided that a traffic engineering report is prepared by a qualified traffic engineer, establishing that the special treatment will have no adverse effects on the roadway safety and capacity.

J. ACCESS POINT PROBLEM AREAS: If, after special study, it is determined that the type of use or activity proposed would have an adverse effect on the safety and capacity of the adjacent roadway, the access point spacing requirements, as contained in this section of this Ordinance, may be increased in order to adequately solve the traffic movement.

K. APPROVAL OF ACCESS POINTS REQUIRED: Plans for all access points, and modifications thereto (including plans to use existing access points where a change of use for any tract of land would generate more traffic than the previous use, thus producing an adverse effect on the adjacent roadway), shall be submitted to the Zoning Administrator and the Planning Commission, or its duly authorized representative, at a scale not less than 1 inch = 100 feet. No action of approving or rejecting these plans by the Zoning Administrator shall be taken until a review and recommendation of said plans have been made by the

Planning Commission, or its duly authorized representative. Such plans shall show the location of all access points on the site in question, and access points on both sides of the site within 600 feet in either direction for principal arterials. The proposed access point shall include typical cross-sections of pavement, the base and subbase, proposed grade, storm drainage, and such other information or plans as the circumstances may warrant. If such access points are being located in conjunction with off-street parking and/or loading and unloading facilities, then said plans shall also include off-street parking and off-street loading and/or unloading plans, in accordance with Sections 8.0 and 9.0 of this Ordinance.

- L. APPROVAL OF ACCESS POINTS ALONG STATE MAINTAINED ROUTES BY KENTUCKY DEPARTMENT OF TRANSPORTATION: Plans for all access points to be constructed along a state maintained route shall be submitted to the Kentucky Department of Transportation for review and approval prior to the time as plans are submitted to the Zoning Administrator, as provided for in this Ordinance. No access point plans shall be approved, or permits issued, for construction by the Zoning Administrator, until said access point plans have been approved by the Kentucky Department of Transportation.