

## ARTICLE XI

### OFF-STREET PARKING REGULATIONS

In all zones, off-street parking facilities for the storage or parking of motor vehicles for use of 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. However, where a building permit has been issued prior to the date of adoption of this ordinance and provided that construction has not begun within ninety (90) consecutive calendar days of such effective date, off-street parking facilities in the amounts required by this ordinance shall prevail.

#### SECTION 11.0 GENERAL REQUIREMENTS:

- A. Computation of Parking Spaces: In determining the number of parking spaces required, if such spaces result in fractional parts thereof, the number of said spaces required shall be construed to be the next highest whole number.
- B. Addition to Buildings: Whenever the intensity of use of any building, structure, or premises shall be increase through addition of dwelling units, gross floor area, seating capacity, or other units of measurement specified herein - additional parking spaces shall be provided in the amounts hereafter specified for that use, if the parking space is inadequate to serve such increase in intensity of use.
- C. Location of off-Street Parking Facilities:
  1. Off-street parking facilities (subject to additional restrictions according to screening requirements in Section 9.17 and other requirements of this ordinance) shall be located as follows:
    - a. Single- Family Residential Zones – Off-street parking may be permitted in the driveways in the front, side and rear yard depths, provided all requirements of this ordinance are met. Additionally, off-street parking located in the rear yard depth shall be setback a minimum of ten (10) feet from the rear lot line.

No off-street parking area, located in the front yard depth in a single-family residential zone, may exceed four hundred (400) square feet (two parking spaces) except, however, the Zoning Administrator may allow additional off-street parking spaces to be located thereon provided that: (1) the additional parking spaces will not cause the ratio of unpaved area to paved area (parking and driveway areas) in the front yard depth to be less than 3:1; (2) a plan for the proposed parking

area is submitted and approved by the Zoning Administrator; and (3) all other requirements of this ordinance are met.

- b. Multi-Family Residential Zones - Off-street parking may be permitted in side or rear yard depths of permitted uses in these zones, provided that off-street parking facilities shall be setback a minimum of ten (10) feet from the rear lot line. Off-street parking may be permitted in the required front yard depths, only if approved according to an approved Development Plan.
  - c. RMHP Zone – Off-street parking may be permitted in the driveways in the front and side yard depths, provided all requirements of this ordinance are met.
  - d. Commercial Zones (NC and HC) – Off-street parking and loading/unloading zones may be permitted in the front, side and rear yard depths, provided all off-street parking facilities shall be setback a minimum of five (5) feet from any street right-of-way lines.
  - e. Industrial Zones (IP and I4) – Off-street parking and loading/unloading zones may be permitted in the front, side and rear yard depths, provided all off-street parking facilities shall be setback a minimum of five (5) feet from any street right-of-way lines.
  - f. All Other Zones Not listed herein – Off-street parking shall be provided via a plan that is submitted and approved by the Zoning Administrator and further provided that all other requirements of this ordinance are met.
2. All off-street parking facilities shall be located on the same lot or zoning lot as the building served, except for the following:
- a. Multi-family dwellings where permitted in this Ordinance, and any use permitted in an industrial zone may supply off-street parking within three hundred (300) feet from such lot or zoning lot served, upon approval of the Planning Commission, providing that such off-street parking is located within the same zone as the establishment being served and the off-street parking requirements of this ordinance are complied with at all times. Further, the applicant must also show sufficient proof that such off-street parking facilities would be impossible to provide the required off street parking space, as required herein, on the same lot or zoning lot or contiguous to the same lot or zoning lot as the building being served.

- b. Where single, two or multi-family dwellings which are permitted herein and are existing at the time of adoption of this Ordinance, occupy a lot of such size that off-street parking could not be provided on the same lot or zoning lot as the use being served, said off-street parking may be permitted to locate within a distance not to exceed three hundred (300) feet from said dwelling or dwellings upon approval of the zoning administrator. In addition said off-street parking lot shall be located in the same zone as the use being served and constructed in accordance with Section 11.0 of this ordinance.
  - c. Off-street parking as required for "conditional uses" permitted in the Residential (R) Zones, may be permitted to locate on another lot or zoning lot than the building or use being served is located, when approved by the Board of Adjustment, provided that said parking is located within reasonable walking distance of the use or building being served and available at all times without restrictions for said purposes.
- D. Collective Parking: Collective off-street parking facilities may be provided; however, such facilities shall not be less than the sum of such facilities as would otherwise be individually required, except as provided below.
- 1. Collective Parking Provision: In granting collective parking approval, the following shall be considered:
    - a. The required parking for the highest use shall be located on the premises as the minimum requirement, additional parking, as determined by the Planning Commission, shall be a minimum of 50% on premises. The other percentage may be located off-premises based on written contract(s) to provide said off-street parking.
    - b. The actual need for parking spaces for each individual use or building in relation to the requirement under Section 11.1.
    - c. Times of actual need for parking of each individual use or building and the relationship of these times to one another.
    - d. The internal control plan of the applicant shall be submitted with the application for review.
    - e. The internal controls for scheduling the uses and said controls and/or schedule may be accepted or changed by the Planning

Commission, but the internal control schedule shall be made a condition of approval.

- f. The parking needed for scheduled uses on the premises shall not exceed the number of parking spaces established by the Planning Commission.
- g. Collective off-street parking located on another lot must be located within five hundred (500) feet walking distance of the entrance to the use to be served. Said walking access shall provide a safe means of pedestrian access to and from the establishment being served.
- h. Reserved spaces shall be counted in the minimum requirement but cannot exceed 10% of the total number of parking spaces.
- i. Allowance by the Planning Commission for such collective parking facilities, on lots other than the lot upon which the building or use being served is located, should be situated so as to ensure that such locations will not result in added traffic problems, or traffic or pedestrian safety issues.

The Planning Commission is authorized after consideration to issue a permit for not less than the required parking for the highest use on the premises and any additional parking per use the Planning Commission determines is necessary based upon the evidence.

2. Shared Parking Provision: When any land or building is under the same ownership, or upon submission of satisfactory guarantees of the continued operation and proper maintenance of the shared parking facility, and the proposed development is for two (2) or more land uses excluding residential uses, the number of minimum required parking spaces shall be computed by multiplying the number of parking spaces normally required for each land use by the appropriate percentage as shown in the following shared parking credit table for each of the five periods shown. The number of parking spaces required is then determined by adding the results in each column; the column total that generates the highest number of parking spaces becomes the minimum parking requirement.

Shared Parking Credit Table					
Land Use Type	Weekday		Weekend		
	Daytime (6am-6pm)	Evening (6pm-Midnight)	Daytime (6am-6pm)	Evening (6pm-Midnight)	Nighttime (Midnight – 6am)
Office/Industrial	100%	10%	10%	5%	5%
Retail/Personal Service	60%	90%	100%	70%	5%
Hotel, Motel	75%	100%	75%	100%	75%
Restaurant	50%	100%	100%	100%	10%
Indoor Theater/ Commercial Recreational Establishments	40%	100%	80%	100%	10%

- E. Access: Parking lots or areas adjacent to streets, roads, highways, or deeded rights-of-way shall have driveways or openings not less than twelve (12) feet in width and no more than forty-eight (48) feet in width at the curb, excluding curve radius. These curb cuts shall be so located as to minimize traffic hazards and congestion. All such parking lots or areas shall have a protective wall or bumper block around each parking lot and said parking lots shall be so designed that all vehicles leaving the facility will be traveling forward to approaching traffic.

No residential driveway width at the street, road, highway, or deeded right-of-way junctions shall be more than twenty (20) feet, excluding curb radius, providing that this width may be increased if sufficient proof can be demonstrated after review and approval of the Zoning Administrator.

- F. Approval of Modification of Curb Cuts required: Detailed plans shall be submitted to the Planning Commission, or its duly authorized representative, in the form of a site plan, as regulated by Section 9.19 of this Ordinance, for approval of all curb cuts, driveway openings, including modifications thereto, before a permit may be obtained therefore.

For the purpose of minimizing the interference of traffic and congestion on the major street system, as identified in the city's comprehensive plan, the Planning and Zoning Commission shall limit the number of curb cuts along said streets. The number of curb cut intersections with major streets shall be spaced at a

distance of not less than 800 feet apart. Access to abutting properties fronting on said major streets shall be provided by a frontage or service road connecting to the curb cut intersection. If the developer can show sufficient proof in the form of a site plan or development plan, that spacing of curb cuts less than 800 feet apart will not impede the movement of traffic flow along said major street, then the Planning and Zoning Commission may vary these requirements accordingly.

- G. Driveways Not Computed As Part of Required Parking Lot: Entrances, exits, or driveways shall not be computed as any part of a required parking lot or area.
- H. Off-Street Parking Space and Access Drives Defined - For the purposes of this Ordinance, one (1) parking space shall be a minimum of nine (9) feet in width and eighteen (18) feet in length, such parking space shall have a vertical clearance of at least seven (7) feet. Each parking space shall be appropriately dimensioned for automobile parking. All parking lots shall be laid out with the following minimum aisle or access drive widths:
1. Ninety (90) degree (perpendicular) parking - Twenty-two (22) feet (either one (1) or two (2) way circulation)
  2. Sixty (60) degree (angle) parking - Fifteen (15) feet (one-way circulation only);
  3. Forty-five (45) degree (angle) parking - Twelve (12) feet (one-way circulation only),
  4. Thirty (30) degree (angle) parking - Eleven (11) feet (one-way circulation only);
  5. Zero (0) degree (parallel) parking - Twelve (12) feet (one-way circulation).

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 foot overhand may be permitted on the external sides of a parking area.

If the width of the parking space is increased (over 9 feet) the drive aisle width can be decreased proportionally (2 foot width in drive aisle per 1 foot increase in space with, except that a drive aisle for one-way traffic may not be decreased below 20 feet in width and a drive aisle for one-way traffic may not be decreased below 11 feet in width.

- I. Parking and Passenger Loading Zones for the Disabled – In any commercial, industrial, or employment district, or wherever any multi-family residential housing is provided, parking spaces for disabled people shall be provided as indicated on the following table:

<b>Parking Spaces for the Disabled</b>	
<b># of Required Spaces</b>	<b># of Accessible Spaces Required</b>
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 or over	2% of total # of Required Spaces

1. Parking spaces for disabled people shall be at least eight (8) feet wide and nineteen (19) feet long [twenty (20) feet in commercial and industrial zones] and shall have an adjacent access aisle of five (5) wide minimum. Two (2) parking spaces for the disabled may share a common access aisle.
  2. Access aisles for parking for the disabled shall be part of an accessible route to the building or facility which the parking space serves. An acceptable designed curb ramp shall be provided. Specifications for curb ramps may be obtained from the Kentucky Building Code. Access aisles and accessible routes shall be protected in such a manner that no part of any vehicle or any structure shall be allowed to interfere with access or use of the aisle or route in any way
  3. The location of parking spaces should be as close as possible to the principal handicapped accessible entrance(s). In a multi-building development or shopping center, the spaces should be dispersed to ensure easy access and minimize the travel distance for the handicapped.
  4. Parking spaces for the disabled shall be designed as reserved for the disabled by a sign showing the international symbol of accessibility. Such signs shall be above grade.
- J. Off-Street Parking Space To Be Used for Parking Space 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.

- K. **No Building Shall Be Erected In Off-Street Parking Space:** No building of any kind shall be erected in any off-street parking lot, except a parking garage containing parking spaces equal to the requirements set forth in this section of the ordinance, or a shelter house booth for a parking attendant providing the number of spaces required are not reduced.
- L. **Off-Street Parking Space Shall Not Be Reduced:** The required parking area on any lot, as set forth and designated in this ordinance, shall not be reduced or encroached upon in any manner.
- M. **Parking Plan Approval Required:** Plans for all parking lot 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 of the City. Such plans shall show the number of spaces and arrangements of parking aisles, location of driveway entrances and exits, provisions for vehicular and pedestrian circulation, locations of sidewalks and curbs on or adjacent to the property, utilities, location of shelters for parking attendant, location of signs, typical cross-sections of pavement, base and subbase in accordance with Article XI, Section 11.0, N, of this Ordinance, proposed grade of parking lot, storm drainage facilities, location of lighting facilities and such other information or plans as the circumstances may warrant.
- N. **Paving of New off-Street Parking:** All new off-street parking facilities shall be paved with asphalt concrete or Portland Cement concrete and shall be designed and constructed in accordance with the standards and procedure herein established.
1. **Asphalt Concrete Pavement:**
    - a. **General Design Requirements -**
      - (1) Asphalt concrete pavements shall consist of specified thickness of asphalt concrete surfaces course and a base course, or courses, all constructed on prepared subgrade. Pavement thickness required shall be determined from Table 1 of this ordinance of the appropriate subgrade soil and traffic use.
      - (2) Paved areas shall be so designed and constructed that water will quickly drain from the surface and be conducted away from the area through approved system. Transverse and/or



longitudinal slopes of not less than 5/8 inch in 10 feet shall be provided. For large paved areas, approved catch basins and storm drainage systems shall be provided.

- (3) When the pavement includes a granular base, and the pavement is constructed over granular subgrade, perimeter subsurface drainage shall be provided to prevent lateral flow of water into the base course and to provide for removal of seepage water that may enter the base.
- (4) Successive layers of the pavement shall be offset from the edge of the underlying layer a distance equal to the course thickness of the lower layer except when abutting existing construction. When the asphalt layers of the pavement abut a building foundation, barrier curb or similar vertical surface, the abutting surface shall be heavily painted with asphalt prior to construction of the asphalt course. The surface course shall be finished 1/4 inch above adjacent flush construction to permit proper compaction.

b. Construction materials and procedures

(1) Subsurface drainage

- (a.) Drainage tile, 6-inch perforated tile or other approved types of similar capacity, where required by the Planning and Zoning Commission shall be bedded at a depth of not less than 12 inches below the bottom elevation of the granular base course. Aggregate for bedding and backfill shall all pass a 3/8 inch sieve and have not more than 5 percent passing a No. 200 sieve. The slope of subsurface drains shall be not less than 6 inches per 100 feet. All such drains shall be properly connected to outlet drains.
- (b.) All catch basins, in pavement with granular base, shall be constructed with weep holes, at subbase level, to provide for drainage of seepage water from the granular layer. Weep holes shall be constructed of pipe, or other material, having an opening not less than 1.5 inches clear opening. Suitable provision shall be made to prevent clogging of the opening. Three or more weep holes shall be suitably located around the perimeter of each catch basin.

(2) Base courses shall consist of one or more of the following materials. Construction procedures shall conform to the requirements applicable to the base course selected.

(a) Asphalt Concrete Base Course - Materials and construction shall conform to the current requirements of the Kentucky Bureau of Highways Specifications for Asphalt Concrete Base Course, Class I, except as noted herein:

[aa] Composition requirements of the mixture shall conform to the gradation limits for Asphalt Concrete Base Course I or II set forth in Table 2 of this ordinance. Asphalt content used shall fall within the range shown and shall be approved by the Planning and Zoning Commission.

[bb] Uncrushed gravel and natural sand may be used as aggregate provided all other requirements of the specification are complied with.

(b) Asphalt Treated Base Course - Materials and construction procedures shall conform to the following requirements:

[aa] Aggregates may be crushed or uncrushed material conforming to the gradation requirements, shown in Table 2 of this ordinance for either Base III or Base IV. The aggregate shall be composed of hard durable particles and shall contain no more than a total of 5 percent deleterious substances. In addition, the sand equivalent of the aggregate shall not be less than twenty-five (25) when tested in accordance with AASHTO Designation: T 176-56. The contractor shall set a single gradation and asphalt content, within the specified limits, as the job mix formula to be used on the project. This formula must be approved by the Planning and Zoning Commission, prior to use. Gradation and asphalt content may vary during construction within the following tolerances:

% Passing 3/4" or 3/8" Sieve	± 10.0%
% Passing No. 8 Sieve	± 8.0%
% Passing No. 50 Sieve	± 6.0%
% Passing No. 100 Sieve	± 3.0%
% Asphalt	± 0.4%

[bb] Other construction requirements shall conform to those specified by the Kentucky Bureau of Highways for Asphalt Concrete except that a gradation unit on the plant shall not be required provided the aggregate can be controlled by other means to produce a consistently uniform gradation.

(c) Crushed Stone Base Course

[aa] Crushed Stone Base Course shall conform to all the current requirements of the Kentucky Bureau of Highways for Dense Graded Aggregate Base Course.

(3) Asphalt Concrete Surface Course - Materials and construction shall conform to the current requirements of the Kentucky Bureau of Highways for Asphalt Concrete Surface, Class I. Surface Course Mixture Composition may conform to requirements of either Surface Course I or II as set forth in Table 2 of this ordinance. Minimum course thickness shall be as stated in Table I of this ordinance.

(4) Asphalt Prime and Tack Coat

(a) Asphalt Prime shall conform to the Kentucky Bureau of Highways' requirements for Cutback Asphalt Emulsion Primer Type L. Prime shall be applied to the surface of granular base course at a rate of 0.20 to 0.40 gallons per square yard, as directed by the County Engineer, in conformance with requirements of the referred to specification.

(b) Tack Coat shall consist of SS-1h, meeting the current requirements of the Kentucky Bureau of Highways. It shall, when directed by the Planning and Zoning Commission, be diluted with equal parts of water. Application equipment and procedure shall conform to

the requirements of the Kentucky Bureau of Highways for Tack Coats. Tack Coat shall be applied, upon direction of the Planning and Zoning Commission, to the surface of asphalt courses that have become dusty or dry from traffic use before the subsequent course could be placed or in other circumstances when the Planning and Zoning Commission so directs.

2. Soil-Cement Base Course (with Asphalt Concrete Surface):

a. Description : Soil-cement base course shall consist of soil and cement uniformly mixed, moistened, compacted, finished, and cured in accordance with the specifications herein, and it shall conform to the lines, grades, thickness and typical cross section shown on the plans.

b. Materials:

(1) Cement shall comply with the latest specifications for cement, AASHTO M85, M134, M151; or ASTM C150, C175, C205; or Federal SS-CJ192b, SS-C-218 for the type specified. One cubic foot of Portland Cement shall be considered to weigh 94 pounds and 1 bbl. of cement shall be considered to weigh 376 pounds.

(2) Water - Water shall be free from substances deleterious to the hardening of the soil-cement.

(3) Soil - Soil shall consist of the material existing in the area to be paved, of approved selected soil, or of a combination of these materials proportioned as directed. The soil shall not contain gravel or stone retained on a 3-inch sieve or more than 45 percent retained on a No. 4 sieve.

c. Construction Methods:

(1) Preparation: Unsuitable soil or material shall be removed and replaced with acceptable soil.

The subgrade shall be firm and able to support without displacement the construction equipment and the compaction hereinafter specified. Soft or yielding subgrade shall be corrected and made stable, before construction proceeds.

(2) Pulverization - The soil shall be so pulverized that, at the completion of moist-mixing, 100 percent by dry weight passes a 1-inch sieve and a minimum of 80 percent passes a No. 4 sieve, exclusive of gravel or stone retained on the sieves.

(3) Cement Application, Mixing and Spreading - Mixing of the soil, cement, and water shall be accomplished either by the mixed-in-place or the central-plant-mixed method.

No cement or soil-cement mixture shall be spread when the soil or subgrade is frozen or when the air temperature is less than 40 degrees F. in the shade.

The percentage of moisture in the soil, at the time of cement application, shall not exceed the quantity that will permit a uniform and intimate mixture of soil and cement during mixing operations; and it shall not exceed the specified optimum moisture content for the soil-cement mixture.

Any soil-and-cement mixture that has not been compacted and finished shall not remain undisturbed for more than 30 minutes. The soil-cement base course shall have a thickness of not less than six (6) inches.

(4) Compaction - At the start of compaction, the percentage of moisture in the mixture and in unpulverized soil lumps, based on oven-dry weights, shall not be below or more than two percentage points above the specified optimum moisture content, and shall be less than that quantity which will cause the soil-cement mixture to become unstable during compaction and finishing. The specified optimum moisture content and density shall be determined in the field by a moisture density test, AASHTO T134-57 or ASTM D558-57, on representative samples of soil-cement mixture obtained from the area being processed.

Prior to the beginning of compaction, the mixture shall be in a loose condition for its full depth. The loose mixture then shall be uniformly compacted to the specified density within two hours. During compaction operations, shaping may be required to obtain uniform compaction and required grade and cross section.

- (5) Finishing - After compaction the surface of the soil-cement shall be shaped to the required lines, grades and cross section. If necessary, during shaping operations, the surface of the base shall be lightly scarified to remove any tire imprints or smooth. The resulting surface shall specified density. Rolling broom-dragging if required.

The moisture content of the surface material must be retained at not less than its specified optimum moisture content during finishing operations. Surface compaction and finishing shall be done in such a manner as to produce, in not longer than two hours, a smooth dense surface free of compaction planes, cracks, ridges or loose materials.

Any portion of the soil-cement that has a density of five pounds or more below that specified shall be corrected or replaced to meet these specifications.

- (6) Curing - After the soil-cement has been finished as specified, herein, it shall be protected against drying for seven days by the application of bituminous material. The curing material shall be applied as soon as possible but not later than 24 hours after completion of finishing operations. The finished soil-cement shall be kept continuously moist until the curing material is placed.

The bituminous material specified shall be uniformly applied to the surface of the completed soil-cement at the rate of approximately 0.2 gallon per square yard with approved heating and distributing equipment.

At the time the bituminous material is applied the soil cement surface shall be dense, shall be free of all loose and extraneous material, and shall contain sufficient moisture to prevent penetration of the bituminous materials. Water shall be applied in sufficient quantity to fill the surface voids of the soil-cement immediately before the bituminous curing material is applied.

The curing material shall be maintained by the contractor during the seven day protection period so that all of the soil cement will be covered effectively during this period.

Sufficient protection from freezing shall be given the cement for seven days after its construction and until it has hardened.

- (7) Surfacing - Asphaltic concrete shall be applied to the soil cement base course as regulated in Section 11.0, M, Subsection 1, b (3) of this ordinance.

3. Concrete Parking Areas:

a. General Requirements - Thickness of concrete parking shall be:

- (1) A minimum of five (5) inches for passenger cars and panel or pick-up truck parking.
- (2) A minimum of six (6) inches for driveways accommodating light trucks and for light truck parking.
- (3) A minimum of seven (7) inches for heavier commercial or industrial needs.

b. General Requirements - Concrete mix (for areas subject to freeze-thaw conditions.)

- (1) Minimum cement content - 564 lb./cu. yd. (6 U.S. bags).
- (2) A Maximum size of aggregate - 1 - 1/2 inches.
- (3) Maximum water content - 0.49 lb./l lb. of cement (5.5 gal./bag.)
- (4) Maximum slump - Four (4) inches.
- (5) Air entrainment

Maximum Aggregate Size (inches)	Entrained Air (percent)
1 - 1/4	5 ± 1
3/4, 1	6 ± 1
3/8, 1/2	7 - 1/2 ± 1

c. Construction Procedures:

- (1) All soft and yielding material and other portions of the subgrade. which will not compact readily when rolled or taped shall be removed and replaced with suitable material placed and compacted. The subgrade shall be thoroughly

compacted with suitable equipment so as to have uniform density at moisture contents of not less than standard optimum (AASHTO-T98).

- (2) Longitudinal joint spacing shall not exceed 12.5 feet.
- (3) Transverse joint spacings shall be at regular intervals of twenty (20) feet.
- (4) All transverse construction joints shall have a depth equal to one-fourth (1/4) of the pavement thickness.
- (5) Form offsets at radius points shall be at least two (2) feet.
- (6) Pavement joints must be continuous through the curbs.
- (7) Where curbs are required they shall be cast integrally.
- (8) The pavement shall be struck-off, consolidated, and finished to the grades shown on the plans. All catch basins and manhole castings shall be boxed out and separated from the pavement with expansion joint material. All except premolded or sawed joints shall be edged with a tool having a maximum radius of 1/8 inch. Sawed and formed joints shall be cleaned and sealed before opening to traffic. Final surface texture shall be that obtained with a burlap drag. Curing shall be that obtained with a uniform coverage of white membrane curing compound or by seven day coverage of white polyethylene or waterproof paper. The completed pavement shall be closed to traffic for seven days.

O. DESIGN AND MAINTENANCE:

1. Screening and Landscaping: All open automobile parking areas containing more than four (4) parking spaces shall be effectively screened on each side adjoining or fronting on any property situated in a residential zone by a solid wall, Fence or densely planted compact hedge as regulated by Section 9.17 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.
2. Lighting: Any parking area intended to be used during non-daylight hours shall be properly illuminated to avoid accidents and other unsafe conditions. During the Development or Site Planning Process, the Zoning



Administrator has the authority to require plans specifying foot candle minimums/maximums and illumination patterns when lighting is an integral part of a development's use. Any lights used to illuminate any out-of-doors area shall be arranged to minimize direct illumination, reflection, or glare on any adjoining property or on any public street. Any lighting used to illuminate off-street parking areas shall be directed away from property in any residential zone in such a way as not to create a nuisance.

3. Ingress and egress to parking areas: Any parking area shall be designed in such a manner that any vehicle entering or leaving the parking area from or into a public or private street shall be travelling in a forward motion. Access driveways for parking areas or loading/unloading spaces shall be located in such a way that any vehicle entering or leaving such area shall be clearly visible for a reasonable distance to any pedestrian or motorist approaching the access or driveway from a public or private street. Where possible and appropriate, inter-connecting parking lots shall be provided for the purpose of reducing the number of local trips onto public streets. All access points shall be limited to driveway entrances and exits specified in parking area plans as approved by the Zoning Administrator. Each required parking space shall be connected with a deeded public right-of-way (by means of adequate aisles as required in Section 11.0 H) which offers adequate ingress and egress for automobiles.
4. Parking lots, garages and storage areas shall be so designed and constructed so that all maneuvering into and out of each parking space takes place entirely within property lines of lots, garages and/or storage areas.
5. Striping and signage: All parking areas shall be striped to facilitate the movement in and out of parking stalls. This includes the delineation of access isles and permitted turning movements. The entrances and exits to the parking area shall be clearly marked. All signage and striping shall be adequately maintained to ensure safe and efficient movement of vehicles.
6. Drainage: All parking and loading/unloading areas shall provide for proper and approved drainage of surface water.
7. Wheel Blocks: Curbs, wheel blocks, or other suitable devices must be provided to prevent vehicles from extending beyond a property line, pedestrian walkway or drainage area. A minimum of 2.5 feet should be provided for overhang of a vehicle. When a sidewalk is used as the wheel stop and overhang for a parking stall, the width of the sidewalk shall be no less than 6 feet.

**Table 1**

Thickness requirements Of Surface And Base Courses  
For Automobiles And Truck Parking Facility Pavements (1)

Types Of Vehicles	Soil Classification	Thickness Of Surface And Base - Inches		
		Asphalt Base		Granular Base
		Type I or II	Type III or IV	
Automobile Parking Facilities	A	1-4	2-4	3-4
	B	1-5	2-5	3-6
	C	1-6	2-6	3-8
Truck Parking Facilities	A	1-6	2-6	4-6
	B	1-7	2-7	4-8
	C	1-8	2-8	4-10

Thickness of surface and base is shown for each soil classification and street classification. The first number indicates the minimum thickness of asphalt concrete which may be comprised of asphalt concrete surface course, Type I or II, if the surface course does not exceed two (2) inches. When surface thickness is more than two (2) inches, asphalt concrete Base I or II, as specified in Table 2, may be used for all but the upper one (1) inch wearing course which must be asphalt concrete surface course I or II, as specified in Table 2. The second figure indicates the thickness of base course of the type indicated. For example, 1-4 indicates one (1) inch surface and four (4) inches base.

Soils are classified into three (3) groups indicating their relative effectiveness as subgrade.

- A – Granular soils that drain well; sand, gravel or combination of sand and gravel.
- B – Silty clays, or lean clays, that retain considerable strength when wet. These are average subgrade soils.
- C – Heavy clay soils that lose most of their strength when wet.

**Table 2**  
Composition Limits For Asphalt Mixtures

Percent Passing By Weight						
Sieve Size	Asphalt Concrete				Asphalt Treated Base	
	Base I	Base II	Surface I	Surface II	Base III	Base IV
1-1/2"	100	----	----	----	100	----
1"	85 - 100	100	----	----	----	----
3/4"	----	80 - 100	----	----	70 - 100	100
1/2"	50 - 80	----	100	100	----	----
3/8"	----	54 - 76	80 - 100	----	40 - 80	70 - 100
No. 4	30 - 50	37 - 57	55 - 75	75 - 95	----	----
No. 8	25 - 45	25 - 45	35 - 60	60 - 85	25 - 60	40 - 100
No. 16	15 - 35	15 - 35	25 - 50	45 - 70	----	----
No. 50	5 - 20	5 - 20	9 - 21	15 - 40	5 - 30	15 - 50
No. 100	3 - 10	3 - 10	5 - 14	5 - 25	3 - 15	5 - 25
No. 200	----	----	3 - 7	4 - 10	----	----
% Asphalt	3.5 - 6.0	4.0 - 7.0	5.0 - 8.0	6.0 - 9.0	3.5 - 6.0	4.0 - 8.0

**SECTION 11.1 SPECIFIC OFF-STREET PARKING REQUIREMENTS:** The amount of off street parking space required for uses, building, or additions 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 the Ordinance.

TYPE OF USES	REQUIRED NUMBER OF PARKING SPACES
A. Airport, railroad passenger stations and bus terminals	One (1) parking space per each four (4) seating accommodations for waiting passengers, plus one (1) parking space per each two (2) employees on shift of largest employment.
B. Automobile laundries	One (1) parking space for each employee, plus one (1) space per owner or manager and reservoir space equal to five (5) times the capacity of laundry.
C. Automobile service stations	One (1) space for each gas pump island, plus two (2) spaces for each working bay, plus one (1) parking space for each employee at largest shift.
D. Beauty parlors and barber shops	Two (2) parking spaces per barber and/or beauty shop operator.
E. Bowling establishments	Five (5) parking spaces for each lane; plus one (1) space for each two (2) employees on shift of largest employment.
F. City and/or county government	One (1) parking space for each two hundred (200) square feet of gross floor area.
G. Commercial or trade schools	One (1) parking space for each two (2) students based on design capacity of school plus one (1) parking space for each employee.
H. Convalescent homes, nursing homes, rest homes, homes for the aged, and orphanages	One (1) parking space for each two (2) beds, plus one (1) space for each two (2) employees or staff members, including nurses, on the shift of largest employment, plus one (1) parking space per doctor.

TYPE OF USES	REQUIRED NUMBER OF PARKING SPACES
I. Dance halls, pool and billiard halls and exhibition halls without fixed seats	One (1) parking space for each one hundred (100) square feet of floor area used for dancing or assembly, or one (1) space for each four (4) persons based on design capacity, whichever is greater, plus one (1) space for each two (2) employees on shift of largest employment.
J. Dormitories, Fraternities, Sorority Houses and Other Group Housing	<p>A. One (1) parking space per each resident capacity of the structure, plus one (1) parking space per owner or operator; plus one (1) Parking space per employee.</p> <p>B. In addition to the parking required in (A) above, parking will be required for the no resident membership of the organization, as follows:</p> <p>One (1) parking space for each 50 square feet Of the largest floor area used for assembly, social activity and dining; or one (1) parking space for each 100 square feet of the total all floor area used for assembly, social activity and dining; or one (1) space for each non resident member anticipated in the frat – membership, whichever is greater.</p>
K. Dwellings: One-family Two-family	Two (2) parking spaces. Four (4) parking spaces, with individual access for each dwelling unit.
L. Dwellings: Multi-family	One (1) parking space for every one (1) bedroom dwelling an two (2) parking spaces for every dwelling unit with two (2) or more bedrooms.

TYPE OF USES	REQUIRED NUMBER OF PARKING SPACES
M. Establishments for sale and consumption on the premises of alcoholic beverages, food, and refreshments, or for take home food services	<p>One (1) parking space per each:</p> <ul style="list-style-type: none"> <li>A. 30 square foot of gross floor area in a drive-in restaurant;</li> <li>B. 140square-feel of gross floor in a carry-out restaurant;</li> <li>C. 40 square feet of gross floor area or two (2) seating accommodations, based on maximum seating capacity, whichever is greater, in a combination restaurant;</li> <li>D. Two (2) seating accommodations, based on maximum seating capacity in a sit-down restaurant;</li> </ul> <p>plus one (1) parking space per each two (2) employees on shift of largest employment in any type restaurant.</p>
N. Fire Stations	One (1) parking space per each person on duty on largest shift.
O. Hospitals	One (1) parking space for each two (2) beds, plus one (1) space for each two (2) employees, or staff members, including nurses, on the shift of largest employment, plus one (1) parking space per doctor.
P. Laundromats	One (1) parking space for each two (2) washing machines.
Q. Libraries, museums, and art galleries	One (1) parking space per each four (4) seats in rooms for public assembly or one (1) parking space for each fifty (50) square feet of gross floor area for use by the public, whichever is greater, plus one (1) space for each two (2) employees on shift of largest employment.
R. Medical offices and/or clinics	Five (5) parking spaces per each practitioner, plus one (1) parking space per each two (2) employees or one (1) parking space per each two hundred (200) square feet of gross floor area in the building, plus one (1) parking space for each two (2) employees, whichever is greater.

TYPE OF USES	REQUIRED NUMBER OF PARKING SPACES
S. Mortuaries or funeral homes	One (1) parking space for each four (4) seats in the main chapel or public assembly area based on maximum seating capacity, plus one (1) parking space for each funeral vehicle and employee, or in the case of no fixed seats, one (1) parking space for each fifty (50) square feet of floor area in parlors or service rooms, or one (1) parking space for each four (4) persons based on designed capacity of building, whichever is greater, plus one (1) parking space for each funeral vehicle and employee.
T. Offices for professional business and financial real estate and business purposes other than medical offices and/or clinics	One (1) parking space for each two hundred fifty (250) square feet of gross floor area.
U. Post offices	One (1) parking space for each four hundred (400) square feet of gross floor area; plus one (1) parking space for each two (2) employees on the shift of largest employment.
V. Private clubs, boarding houses, and lodge halls	One (1) parking space for each guest sleeping room, or one (1) parking space per each four (4) fixed seats in the main assembly area, whichever is greater, plus one (1) parking space for each two (2) employees, or in the case of no fixed seats, one (1) parking space for each two (2) employees.
W. Retail and personal service stores	Five (5) spaces per 1,000 square feet of gross leasable area, four (4) spaces for each additional 1,000 square feet or fraction thereof.
X. Schools-Elementary, junior high and equivalent private or parochial schools	One (1) parking space per teacher and administrator or one (1) space for each four (4) seats in the auditorium, stadium, and other places of assembly or facilities available to the public based on maximum seating capacity, whichever is greater.

TYPE OF USES	REQUIRED NUMBER OF PARKING SPACES
Y. Schools-Senior high, trade, and vocational, college and universities, and equivalent private or parochial schools	Six (6) spaces per each room to be used for class instruction or administrative offices or one (1) space for each four (4) seats in the auditorium, stadium, and other places of assembly or facilities available to the public based on maximum seating capacity, whichever is greater.
Z. Shopping centers	Five (5) parking spaces per 1,000 feet of gross leasable area, four (4) spaces for each additional 1,000 square feet or fraction thereof.
AA. Stadium and sports arenas	One (1) parking space for each four (4) seats based on a maximum seating capacity, plus one (1) space for each two (2) employees on shift of largest employment.
BB. Theaters, auditoriums, churches, and places of assembly with fixed seats	One (1) parking space for each four (4) seats based on a maximum seating capacity, plus one (1) additional space for each two (2) employees on shift of largest employment.
CC. Theaters, auditoriums, churches, and places of assembly without fixed seats	One (1) parking space per four (4) people in designed capacity of building, or one (1) parking space per one hundred (100) square feet in main auditorium or assembly area, whichever is greater, plus one (1) parking space for each two (2) employees on shift of largest employment.
DD. Tourist homes, cabins, motels, or hotels	One (1) parking space for each sleeping room or suite, plus one (1) space per each two (2) employees on shift of largest employment.
EE. Industrial establishments, including manufacturing, research and testing laboratories	Two (2) parking spaces for each three (3) employees-the total number of parking spaces being the total number of employees on any two (2) consecutive shifts having the largest number of employees based on design capacity, plus one (1) parking space for each company vehicle operating from the premises.



FF. Wholesale establishments, warehouses, and storage buildings

One (1) parking space for each employee, plus one (1) parking space for each company vehicle operating from the premises.

GG. All Other Uses Not Listed Herein

Based on study to be prepared by owner or operator; number of spaces to be required determined according to: (a) Type of use and estimated number of total trips generated during peak conditions (inbound and outbound); (b) Estimated parking duration per vehicle trip (turnover rates); (c) Based on the estimated number of trips generated and average parking duration per trip, calculate number of spaces required; and (d) Estimated number of employees – one (1) space to be provided for each two (2) employees based on shift of maximum employment.

One (1) parking space for each trip type also  
one (1) parking space for each temporary vehicle  
overstaying from the previous

FFL V no service or other...  
...and storage  
...of things

Based on study to be fact... and answer to question  
number of spaces to be provided (estimated)  
according to (a) Type of use and (b) number of vehicles  
of total trip generated during peak hour of day  
(inbound and outbound) for (c) various parking  
location per vehicle trip (inbound and outbound)  
on the estimated number of trip generated per  
average parking location per trip (d) various number  
of spaces required; and (e) estimated number of  
spaces - one (1) space for each vehicle for each  
two (2) trip types based on study of maximum  
occupancy

FFL VFF the...  
...of things