

## ARTICLE 10. OFF-STREET PARKING AND LOADING

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### Section 1. Purpose

The regulations of this section are designed to alleviate or prevent congestion of streets by establishing minimum requirements for on-site storage, loading, and/or unloading of motor vehicles in accordance with the use by which a property is occupied. Accessory off-street parking and loading facilities shall be provided and maintained for all buildings, structures, or premises used for purposes permitted by this ordinance in accordance with the provisions of this Article, except for uses in the {Core Central Business District (CCBD) which shall be exempt from the applicable parking ratio requirements as outlined in Ordinance No. 45-22-92 and any amendments thereto.} **ORD. #41-9-09**

### Section 2. Scope and Application

#### A. Nonconforming Parking

1. No use previously lawfully established shall be required to provide and maintain the parking and loading requirements herein, provided, however, that off-street parking and loading spaces required by any previous ordinances adopted pursuant to the Indiana Planning Statutes shall be deemed conforming. {(See “Article 14: Nonconforming Uses and Structures”)} **ORD. #10-03-13**
2. For any nonconforming use which is hereafter damaged or partially destroyed, and which is lawfully reconstructed, re-established, or repaired, off-street parking and loading facilities equivalent to those maintained at the time of such damage or partial destruction shall be restored and continued in operation provided, however, in no case shall it be necessary to restore or maintain parking or loading facilities in excess of those required by this ordinance for equivalent new uses.

#### B. Additional Parking Required

##### 1. For Additions

When the intensity of use of any building, structure, or premises shall be increased through the addition of dwelling units, floor area, beds, seating capacity, or other unit of measurement, parking and loading facilities as required herein shall be provided for such increase in intensity of use.

##### 2. For Change in Use

Whenever the existing use of a building, structure, or premises shall hereafter be changed or converted to a new use permitted by this ordinance, parking and loading facilities shall be provided as required for such new use.

#### C. Accessory Parking Permitted

Nothing in this ordinance shall be deemed to prevent the voluntary establishment of accessory off-street parking or loading facilities to serve any existing use of land or buildings, if all regulations herein governing the location, design, and operation of such facilities are adhered to.

**D. On-Street Parking**

On-street parking shall be permitted, but the Indiana State Highway Commission or the City of Noblesville may place restrictions on this use.

**E. Use of Accessory Parking by Other Uses is Limited**

Accessory off-street parking facilities for separate uses may be provided collectively if the total number of spaces so provided is not less than the sum of the separate requirements for each such use, and no parking space or portion thereof shall serve as a required space for more than one use, unless otherwise authorized by the Board of Zoning Appeals as Shared or Mixed-Use Parking, pursuant to Section 10.O.6, Programs and Incentives to Reduce Parking Requirements.

**F. Distinction Between Parking and Loading Areas**

Required off-street loading and unloading spaces shall not be construed as being part of the required off-street parking spaces.

**G. Limitations on Parking Areas**

**1. Use of Parking Areas Limited**

Accessory off-street parking facilities shall be utilized solely for the parking of passenger automobiles or light trucks of less than one (1) ton capacity, of patrons, occupants, or employees of specified uses. Said parking facilities shall not be used for the storage, display, sale, repair, dismantling, or wrecking of any vehicle, equipment, or material.

Further, no repair work, sales, or service of any kind shall be permitted in association with accessory off-street parking facilities, unless such facilities are enclosed in a building and such work or service is otherwise permitted in the district. No inoperable vehicles shall be stored in an off-street parking area for more than twenty-four 24 hours.

**Commercial Vehicles in Residential Areas** {removed paragraph} **ORD. #32-10-11**

**2. Drive-Through Stacking**

{A property owner proposing a drive-through facility shall provide a minimum of four (4) stacking spaces for each drive-through station in addition to the parking required by this section. Each lane of stacking space must be at least nine feet wide and must be delineated with pavement markings. Each stacking space must be 25-feet long; however, individual spaces within the lane may not be delineated with pavement markings. Stacking lanes may not be located within required driveway, internal circulation, or parking aisle widths.} **ORD. #12-3-98, ORD. #89-10-06**

**Section 3. Required Off-Street Parking Standards**

**A. Computing Number of Required Spaces**

In determining the minimum required number of off-street parking or loading spaces, the following instructions shall be applicable in such computations:

**1. Determining Floor Area**

Off-street parking requirements shall be calculated based on gross square footage of the use to which the parking is accessory, or as otherwise provided in Table 10.0.3.A (4), below.

**2. Fractions**

If the calculation of required parking spaces results in a fraction, said fraction shall be considered as being the next unit and shall be counted as requiring one (1) space.

**3. Public Assembly Seating**

In sports arenas, churches, and other places of assembly in which patrons occupy benches, pews, or other similar seating facilities, each twenty-four (24) inches of such seating shall be counted as one seat for the purpose of determining requirements thereunder.

**4. Calculating Required Parking For Bar and Restaurant Combinations**

For bars and nightclubs that serve food and for restaurants that include a bar, required parking shall be calculated according to Table 10.0.3.A.4. below. Since bars and restaurants require different parking, this table allows parking to be calculated accurately based on how much of the use is a bar and how much is a restaurant. This table is based on the premise that a restaurant requires greater kitchen space than a bar.

**Table 10.0.3.A.4. Calculating Parking for Bars and Restaurant Combinations**

Percentage of Gross Floor Area Devoted to Kitchen	Percentage of Public Floor Area Calculated as "Restaurant"	Percentage of Public Floor Area Calculated as "Bar"
40% or more	100%	0%
30 - 39%	75%	25%
20 - 29%	50%	50%
5 - 19%	25%	75%
Less than 5%	0%	100%

To use the table determine the gross square footage of the kitchen area and divide that number by the gross square footage of the building in which it is located. The resulting number may be converted to a percentage. Reference that percentage in the first column of the table, and follow the row across. If, for example, the percentage of the kitchen area is 25%, then 50% of the public floor area in the building is calculated as a bar and 50% as a restaurant. Reference Table 10.0.3.B to determine the required parking ratio for each use.

**5. Determining Parking Requirements for Unlisted Uses**

For uses not specified in Table 10.0.3.B, the number of parking spaces shall be determined by the Director of Planning and Development, on the basis of requirements for similar uses, the gross square footage of the use, and the relationship between the size of the use and the number of persons served or employed.

**Table 10.0.3.B. Required Parking Spaces**

USES	REQUIRED PARKING SPACES
<b>RESIDENTIAL USES</b>	
Bed and Breakfast	Two (2), plus one (1 ) additional space per guest room.
Dwelling Unit, Multi-family	Spaces per Unit: <ul style="list-style-type: none"> <li>• Studio Units 1.25</li> <li>• One-bedroom 1.3</li> <li>• Two-bedroom 1.7</li> <li>• Three-bedroom or more 1.9</li> </ul>
Dwelling Unit, Single- or Two-family	Two (2) per dwelling unit
Dwelling Units, Zero Lot Line	Two (2) per unit, at least one of which shall be located in a required private garage.
Home occupation	One (1) (minimum and maximum) in addition to residence requirement
Housing for Elderly	{One-half (.5) space per unit} <b>ORD. #13-3-08</b>
Mobile home park	Two (2) per mobile home site, plus one (1) per three-hundred (300) sq. ft of any office areas.

**Table 10.0.3.B. Required Parking Spaces (continued)**

USES	REQUIRED PARKING SPACES
<b>INSTITUTIONAL USES</b>	
Cemetery, crematory, or mausoleum	Two (2) spaces and one (1) per four (4) seats provided for any place of assembly.
College or university	One (1) per four (4) students, based on projected maximum enrollment; plus one (1) per four (4) seats in auditorium and/or gymnasium areas; plus one (1) per two-hundred (200) sq. ft of office areas.
Fire Station	One (1) per bed in the living quarters.
Police Station	One (1) per two-hundred fifty (250) sq. ft., plus one (1) per police vehicle, or as determined by the Chief.
Hospital	{One (1) per three (3) beds plus one (1) per each member of the medical staff plus one (1) per each outpatient treatment room and .40 space per employee} <b>ORD. #13-3-08</b>
House of Worship	{One (1) space per four (4) seats in main auditorium} <b>ORD. 96-11-05</b>
Kindergarten, Preschool or Day Nursery	One (1) space per two-hundred (200) sq. ft.
Nursing home	One (1) per two (2) beds.
Penal or correctional institution	One (1) per ten (10) inmates' capacity.
Post Offices	One (1) space per two-hundred (200) square feet.
Private club or lodge	One (1) per two-hundred fifty (250) sq. ft.
Library or Museum	One (1) per three-hundred (300) sq. ft.
Community or Recreation Buildings	One (1) per two-hundred (200) sq. ft.
Civic Offices	One (1) per two-hundred fifty (250) sq. ft.
School, Elementary and Junior High	One (1) per classroom, plus (1) per four seats in auditorium and/or gymnasium areas, plus one (1) per two-hundred (200) sq. ft. in office areas. <b>ORD. #12-2-11</b>
School, Jr. High & High	One (1) per six (6) students, based on projected maximum enrollment; plus one (1) per four seats in auditorium and/or gymnasium areas; plus one (1) per two-hundred (200) sq. ft in office areas.
Trade or business school	One (1) per two-hundred (200) sq. ft.

**Table 10.0.3.B. Required Parking Spaces (continued)**

USES	REQUIRED PARKING SPACES
<b>COMMERCIAL, RETAIL AND SERVICE USES</b>	
Automobile or trailer sales area	{2.5 per 1,000-SF of gross floor area of interior sales space plus 1.5 per 1,000-SF of external display (does not include stock areas closed to the public) plus three (3) per service bay} <b>ORD. #13-3-08</b> Site plans submitted for automobile or trailer sales area shall illustrate the parking spaces allocated for the above.
Automobile repair and fuel sales	Three (3) spaces per service bay and one (1) space per two-hundred fifty (250) square feet of accessory retail sales area.
Banks/Financial Offices	One (1) space per two-hundred fifty (250) square feet gross floor area.
Office / Business / Professional Services	One (1) space per three-hundred (300) square feet gross floor area.
Clinic, Medical or Dental for Humans	One (1) space per two-hundred fifty (250) square feet gross floor area.
Clinic, Veterinary	Two spaces and one (1) per three (3) animal spaces (cages or kennels or pens).
Shopping Centers	{Four (4) per 1,000-SF of gross floor area for centers up to 400,000-SF; 4.5 per 1,000-SF of gross leasable area for centers between 400,000 to 600,000-SF; and 5.25 per 1,000-SF of gross floor area for centers over 600,000-SF} <b>ORD. #13-3-08</b>
{Free-standing Stores	One per 200-SF of gross floor area} <b>ORD. #13-3-08</b>
Grocery or Supermarket	One (1) per three-hundred (300) square feet.
Plant nurseries, building material sales, equipment rental or sales yards and similar uses	One (1) per three-hundred (300) square feet of sales and display area.
Furniture and Appliance stores	<ul style="list-style-type: none"> <li>• Up to 15,000 sq. ft: One (1) space for each five-hundred (500) sq. ft.</li> <li>• 15,000 sq. ft or more: One (1) space for each five-hundred (500) sq. ft. for the first 15,000 sq. ft; one (1) space for each eight-hundred (800) sq. ft thereafter.</li> </ul>
Bar, Lounge, Tavern or Nightclub	One (1) for each thirty-five (35) sq. ft for indoor public floor area, plus one (1) for each two-hundred (200) sq. ft of outdoor public seating area, excluding the first two-hundred (200) sq. ft of outdoor public seating area.
Restaurants	One (1) for each fifty (50) sq. ft for indoor public floor area, plus one (1) for each two-hundred (200) sq. ft of outdoor public seating area, excluding the first two-hundred (200) sq. ft of outdoor public seating area. See also "Drive Through Facilities."
Drive-Through Facilities	<ul style="list-style-type: none"> <li>• As Accessory Use: As required for the principal use, plus five (5) stacking spaces for the first window and two (2) stacking spaces for each additional window.</li> <li>• As Principal Use: Five (5) stacking spaces for the first window and two (2) stacking spaces for each additional window.</li> </ul>
Greenhouse (commercial), facilities for raising or breeding non-farm fowl or animals (commercial)	Three (3) spaces plus one (1) for each one-hundred twenty-five 125 square feet of sales area.

<b>COMMERCIAL, RETAIL, AND SERVICE USES (CONTINUED)</b>	
<b>USES</b>	<b>REQUIRED PARKING SPACES</b>
Mortuary	One (1) per two (2) seats (capacity) plus one (1) per thirty (30) sq. ft of public assembly area.
Parking as a Primary Use (Public or Private)	Subject to a conditional use permit and the requirements of Section 4 of this Article.
Health or Fitness Studio	<ul style="list-style-type: none"> <li>• Less than 10,000 square feet: One (1) per one-hundred fifty (150) square feet.</li> <li>• 10,000 to 19,999 sq. ft: One (1) per two-hundred (200) square feet.</li> <li>• 20,000 to 29,999 sq. ft: One (1) per two-hundred fifty (250) square feet.</li> <li>• 30,000 sq. ft and over: One (1) per three-hundred (300) square feet.</li> </ul>
Hotel / Motel	Two (2) plus one (1) per guest room.
Marina	One (1) space per slip or berth.
Riding stable	One (1) per two (2) horse stalls.
Stadium or coliseum	One (1) per four (4) seats.
Swimming pools, skating rinks, tennis clubs, and similar facilities	One (1) per five-hundred (500) sq. ft. of gross area or five (5) per one-hundred (100) sq. ft. of water or court area, whichever is greater.
Theater/Cinema (indoor)	One (1) per four (4) seats.
Dancing academy	One (1) per two-hundred (200) square feet.
Billiard Hall	Two (2) per billiard table.
Bowling alley	Three (3) per lane plus one (1) per six (6) spectator seats.
Campground	One (1) per campsite plus one (1) per cabin
Country club or golf course	One (1) parking space for each two hundred (200) square feet of floor area in any main building plus one (1) space for every two (2) practice tees in the driving range, plus four (4) parking spaces for each green in the playing area.
Game Centers	One (1) per one-hundred (100) sq. ft.

**Table 10.0.3.B. Required Parking Spaces (continued)**

USES	REQUIRED PARKING SPACES
<b>INDUSTRIAL USES</b>	
Manufacturing and industrial establishments	One (1) per five-hundred (500) square feet of gross floor area.
Warehousing or wholesaling establishments	One (1) per eight-hundred (800) square feet of gross floor area.
Junk yard	Two (2) per acre.
Self-service storage facility	One (1) per fifty (50) storage spaces, plus one (1) per three-hundred (300) sq. ft of any office spaces.
<b>ENERGY, COMMUNICATION, AND TRANSPORTATION USES</b>	
Radio or TV tower/studios	One (1) per five-hundred (500) sq. ft.
Railway station or motor bus station	One (1) per ten (10) seats in waiting room, plus one (1) per three-hundred (300) sq. ft office area, plus one (1) per two-hundred fifty (250) sq. ft retail area.
Sewage disposal plant	One (1) per four-hundred (400) sq. ft devoted to office use, plus one (1) per eight-hundred (800) sq. ft devoted to other uses.
Telephone exchange or public utility substation	One (1) space.

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**Section 4. Design and Improvement Standards for Parking Lots**

**A. Applicability**

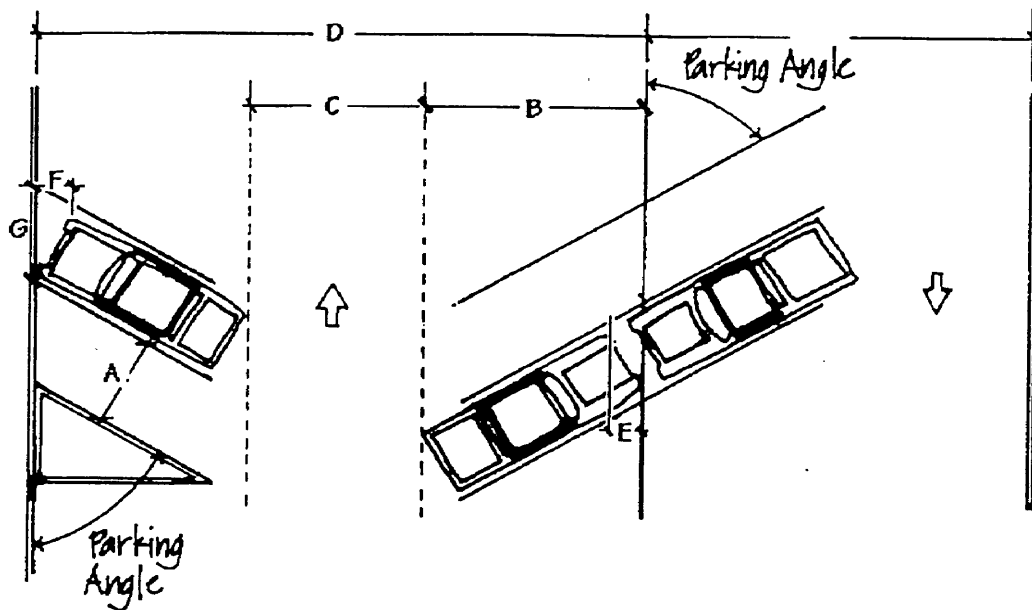
All off-street parking areas shall be developed in accordance with the standards of this Section 4, except in the case of one-family, two-family, and agricultural uses, and storage of vehicular merchandise not counting toward the minimum requirements as set forth in this ordinance. However, driveways for one-family, two-family and agricultural uses shall be limited to a width of twenty (20) feet {or thirty (30) feet as provided in Section 4.C.2.d} **ORD. #86-11-03** and one (1) per street frontage.

**B. Dimensions and Layout**

Each off-street parking space shall open directly upon an aisle or driveway at least twelve (12) feet wide or such additional width and design in accordance with Table 10.0.4.A, below, so as to provide safe and efficient means of vehicular access to such parking space. Such aisle or driveway shall be unobstructed and allow for the passage of emergency vehicles at all time.

- {1. All parking lots shall be setback a minimum of twenty (20) feet from the property line abutting any street.} **ORD. #33-6-04**

**Table 10.0.4.A. Off-Street Parking Dimensions (In Feet)**



(Dimensions are listed in Table on following page)



**Table 10.0.4.A. Off-Street Parking Dimensions (In Feet)**

Angle	Stall Width (A)	Vehicle Projection (B)	Aisle (C)*	Typical Module (D)	Interlock Reduction (E)	Overhang (F)	Curb Length (G)
0°	18.0	9.0	12.0	30.0	0	0	21.0
45°	9.0	18.0	13.0	49.0	2.3	2.1	12.0
50°	9.0	18.7	13.7	50.8	2.1	2.3	10.6
55°	9.0	19.2	14.7	53.1	1.8	2.5	10.2
60°	9.0	19.5	16.0	55.0	1.7	2.6	9.8
65°	9.0	19.8	17.0	56.6	1.3	2.8	9.5
70°	9.0	19.8	18.3	57.9	1.1	2.8	9.2
75°	9.0	19.8	20.0	59.6	0.8	2.9	8.8
90°	9.0	18.0	24.0	60.0	0	3.0	9.0

NOTES: No two-way aisle shall be less than 24' in width.  
All measurements are in feet.

### C. Location and Access of Off-street Parking and Loading Areas

#### 1. Right-of-Way Access

- a. All off-street parking or loading facilities shall be designed with appropriate means of vehicular access to a street or alleys in a manner, which will least, interfere with traffic movement.
- b. Acceleration and deceleration lanes shall be provided along arterials and major collectors where necessary, as determined through site plan review. Such accel/decel lanes shall parallel and adjoin the improved part of the right-of-way and shall measure at least eleven (11) feet in width. Accel/decel lanes shall be at least one-hundred (100) feet in length, exclusive of the entrance way and taper area. However, if the lot frontage is too small to meet such requirement, the accel/decel lane shall extend the entire width of the lot.
- c. Each use that fronts upon an arterial shall provide an easement for the purpose of a frontage lane to reduce the number of curbs cuts and traffic conflicts along said arterial. The applicant shall bear the cost of constructing the frontage road across his or her own property and such frontage road shall be constructed prior to the granting of a certificate of occupancy for the use, except as otherwise provided in Section 4. F.2, Certificates of Occupancy.

#### 2. Driveways

- a. {Non-residential driveway entrances or exits shall be at least twenty-five (25) feet from an adjoining residential property line; ten (10) feet from an adjoining non-residential property line; or forty-five (45) feet from an intersection.} **ORD. #12-3-98**
- b. Owners of adjoining properties shall provide combined driveways wherever practical. In conjunction with approval of a development, the City may require a property owner to provide an access and circulation easement to an abutting owner where joint access is reasonable to serve future development. Such entrances or exits shall be designed in such a manner as to interfere least with traffic movement.

- c. {No single non-residential {or multi-family} driveway shall exceed a width of thirty (30) feet at the right-of-way line. However, a driveway thirty-six (36) feet in width at the right-of-way line shall be permitted provided pavement markings indicate three separate lanes, one for ingress and two for egress. An entrance/exit divider not to exceed ten (10) feet in width shall not be counted towards the width limit. Non-residential driveways are limited to one (1) per street frontage and shall be approved by the Engineer having jurisdiction thereof.} **ORD. #7-1-98, ORD. #56-11-07**
- d. {Driveways for {single-family or two family} residential uses shall be limited to a width of twenty (20) feet and to one (1) per street frontage. {However, a driveway thirty (30) feet in width at the right-of-way line shall be permitted provided that the lot width is a minimum of eighty (80) feet and it serves a garage with at least three (3) bays.} **ORD. #86-11-03** In addition, residential driveways located on property fronting more than one public street, shall be located ten (10) feet from the property line furthest from the intersection, or in a location approved by the Engineer of Jurisdiction.} **ORD. #12-3-98, ORD. #56-11-07**

### **3. Location of Accessory Parking and Loading on Same Lot**

Accessory off-street parking and loading spaces shall be provided on the same lot as the use served, except as otherwise provided in this ordinance, and may be situated as one or more individual areas.

### **4. Location of Parking and Loading Behind Required Setback**

Accessory off-street parking and loading areas shall not be located in any required yard, except as specified otherwise by this ordinance. When permitted within required yards, a landscape buffer shall be provided along the property-line of the yard in which it is located, pursuant to Article 12. Section 6, Landscape Buffers Between Incompatible Uses.

### **5. Design Requires Interior Circulation**

Required off-street parking spaces shall be so designed, arranged, and regulated as to have individual spaces marked, be unobstructed and have access to an aisle or driveway so that any automobile may be moved without moving another, and so that no maneuvering directly incidental to entering or leaving a parking space shall be on any public right-of-way or walkway.

## **D. Improvement Standards for Parking Lots**

### **1. Paving Required**

Parking and driveway areas shall be paved with {asphalt or constructed of concrete} and be curbed with {rigid or roll-type curb as per the Noblesville Standards.} **ORD. #56-11-07**

### **2. Drainage of Runoff**

Such parking areas shall be graded and properly drained in such a manner that there will be no free flow of water onto either adjacent property or public sidewalks. Any runoff generated by such improved areas shall be disposed of in appropriate drainage facilities {as per the **Noblesville Standards and the Stormwater Technical Standards.**} **ORD. #10-03-13**

### **3. Marking of Parking**

Such parking areas shall be so lined or designated as to ensure the most efficient use of the parking spaces and provided with bumper guards or wheel guards so located that no part of the parked vehicle will extend beyond the boundary of the established parking area into any minimum required yard on onto adjoining property.

### **4. Parking Lot Lighting**

A minimum of one (1) foot-candle of illumination shall be provided throughout the parking lot. Illumination of off-street parking areas shall be arranged and/or shielded so as not to reflect direct rays of light onto adjacent properties or streets, pursuant to Article 13 (Environmental Performance Standards).

**E. Landscaping**

All off-street parking areas shall be landscaped pursuant to Article 12. Section 5, Parking Lot Landscaping.

**F. Special Regulations for Parking Garages and Attendant Buildings**

**1. Buildings Used for Parking Garages**

Parking Garages, whether Principal or Accessory uses, shall be treated as any structure and shall be subject to all requirements thereof.

**2. Attendant Buildings**

Parking areas may be provided with one (1) one-story shelter or guard building which shall not exceed one-hundred (100) square feet of gross floor area and which shall conform to all the standards of the district in which it is located.

**Section 5. Parking Spaces Accessible to the Disabled**

The City of Noblesville encourages all development that serves the public to provide facilities that are accessible to people with disabilities as defined by this Ordinance and the Americans with Disabilities Act (ADA) of 1990. In accordance with this goal and pursuant to the ADA, accessible parking shall be provided by any building or use initiated after the effective date of this Ordinance according to the following minimum requirements and any further requirements hereafter adopted by federal, state, or local law.

**A. Required Accessible Spaces**

Accessible parking spaces shall be provided according to Table 10.0.5, below. In addition, accessible patient parking at outpatient facilities must equal no less than ten percent (10%) of the total required parking spaces, and facilities that specialize in treatment or services for persons with mobility impairments must provide for patient use accessible parking equaling no less than twenty percent (20%) of the total required parking spaces.

**Table 10.0.5. Accessible Parking Spaces Required by the Americans with Disabilities Act (ADA)**

Total Spaces in Off-street Parking Area	<b>COLUMN A Total Minimum Accessible Spaces (Van Accessible + Accessible)</b>	<b>Minimum Van Accessible Spaces (96" wide access aisle)</b>	<b>Minimum Accessible Spaces</b>
1-25	1	1	0
26-50	2	1	1
51-75	3	1	2
76-100	4	1	3
101-150	5	1	4
151-200	6	1	5
201-300	7	1	6
301-400	8	1	7
401-500	9	2	7
501-1000	Two percent (2%) of total	1/8 of COLUMN A	7/8 of COLUMN A
1001+	20, plus 1 for each 100 spaces over 1000	1/8 of COLUMN A	7/8 of COLUMN A

ORD. #10-03-13

**B. Calculating Required Accessible Spaces**

The required number of mobility impaired accessible parking spaces shall be calculated prior to any applied reduction in parking requirements otherwise approved by the Director of Planning and Development or provided pursuant to Table 10.0.3.B.

**C. Design and Layout of Accessible Parking Lots**

1. **Access Aisles.** Access aisles shall be provided next to each accessible parking space and shall measure at least five (5) feet in width when adjacent to an automobile accessible space and at least eight (8) feet in width when adjacent to a van accessible space. For each access aisle which is eight (8) feet or wider, bollards shall be placed at the driveway end of the aisle so as to prevent vehicles from parking in the aisle illegally.
2. **Accessible Routes.** Each access aisle shall abut an accessible route to the building entrance. The minimum width of said accessible route shall be three (3) feet.
3. **Maximum Slope.** Accessible parking spaces, access aisles, and accessible routes shall not exceed a slope of 1:50, and the ramp from the access aisle to the sidewalk or other transition to the principal use shall not exceed a slope of 1:12.

**D. Signage And Marking**

All accessible spaces shall be designated by the international access symbol. Van accessible spaces will be labeled by both the international access symbol and an additional sign indicating that the space is accessible for vans.

Signs shall be placed a minimum of five and one half (5.5) feet above ground level so as not to be obscured by parked vehicles. The mobility impaired symbol shall also be painted on the ground to the rear of the parking space.

**Section 6. Parking as a Principal Use**

The Board of Zoning Appeals is hereby authorized to grant conditional use permits for Parking as a Principal Use in accordance with the following conditions:

**A. Development Plan Required**

A development plan for Parking as a Principal Use shall be filed with the Board of Zoning Appeals as a required exhibit accompanying the Conditional Use application and shall be made part of the conditions of any approval therefore. The development plan shall demonstrate compliance with all applicable standards of this development Ordinance and shall indicate:

1. adjacent streets, alleys, and lots;
2. all individual primary uses to be served, including the location, use, and number of parking spaces required for each such use;
3. a layout drawn to scale of aisles and driveways, entrances, exits and turn-off lanes, parking spaces, setbacks, drainage facilities, and landscaping and buffer screening;
4. type of lighting, pavement, and signs proposed including location, size, and design thereof.

**B. Setbacks and Access**

Parking as a Principal Use shall be provided with the setback requirements of the zoning district in which they are located, and ingress and egress points shall be limited to protect the function of adjoining streets.

**C. Parking as a Principal Use Requires Legal Encumbrance**

Parking as a Principal Use shall be encumbered by any instrument duly executed and acknowledged, which link such parking facilities to the use(s) served. Said instrument shall specify and bind the time period to the anticipated life of the building or use which the parking facilities serve. Said instrument shall be filed in the applicable Improvement Location Permit files of the Department of Planning and Development, and placed on public record in the office of the Hamilton County Recorder.

**D. Design of Principal Use Parking Areas**

Principal Use parking facilities shall be developed in accordance with all of the provisions of this Article. Further, said facilities shall be developed under such conditions imposed by the Board of Zoning Appeals as to protect residential districts and maintain at a minimum the disturbance to nearby residential uses.

**E. Changes to Development Plans for Parking as a Principal Use**

Development Plans for Parking as a Primary Use shall be amended by the applicant to indicate any change or other modification of uses served, or number of parking spaces provided therefore. Such amended plans shall require re-approval by the Board.

**Section 7. Programs and Incentives to Reduce Parking Requirements**

The following programs and incentives are provided to permit reduced parking requirements in the locations and situations outlined herein where the basic parking requirements of this Ordinance would be excessive or detrimental to goals and policies of the city relating to traffic congestion and environmental protection.

**A. Credit For On-Street Parking**

Wherever on-street parallel parking is provided in the improvement of a street, credit toward off-street parking requirements shall be granted at the rate of one (1) off-street space per every twenty-five (25) feet of frontage. However, parallel parking shall not be permitted in the following areas:

1. Frontage on an expressway or arterial street.
2. Frontage on a street that is less than thirty-two (32) feet wide curb-to-curb.
3. Frontage within twenty (20) feet of a corner.
4. Frontage within ten (10) feet of each side of a driveway or alley.
5. Frontage within a fire hydrant zone or other emergency access zone.

**B. Shared Parking****1. Purpose and Applicability**

{Generally, a group of non-residential uses may provide a joint parking area if the number of spaces in the area at least equals the aggregate of the spaces required for the several uses subject to the requirements for location of parking and off-site parking in this Article. However, uses that require parking areas at times when nearby uses do not need their parking facilities may, by agreement approved by the Director, use those facilities instead of providing their own.} **ORD. #12-3-98**

**2. Requirements**

{The Director may approve shared parking facilities located on adjoining separate properties or on a single site according to the following requirements:} **ORD. #12-3-98**

- a. Facilities located on adjoining separate properties must be within 600 feet of each other.
- b. A convenient pedestrian connection shall be provided between the properties.
- c. The availability of parking for all affected properties or uses is indicated by directional signs.
- d. The number of spaces proposed meets the following restriction:
  - (1) Where the uses to be served by shared parking have overlapping hours of operation, the property owner or owners shall provide spaces equal to the total of the individual parking requirements for the uses served, reduced by ten percent (10%) of that total number. The director may approve a further reduction of that number if the property owner(s) demonstrate to the satisfaction of the Director that the resulting provision of parking will be adequate for the proposed uses.

- (2) Where the uses to be served by shared parking do not overlap their hours of operation, the property owner or owners may provide parking stalls equal to the greater of the applicable individual parking requirements.

### 3. Written Agreement Required

Prior to establishing shared use of parking, the property owner or owners shall file with the Department of Planning and Development a written agreement approved by the Director of Planning and Development providing for the shared parking use. The agreement shall also be recorded on the title records of each affected property.

## C. Mixed-Use Parking

### 1. Purpose

A Mixed-use Parking Program is presented as an option to reduce the total required parking in *large mixed-use facilities* in which the uses operate at different times from one another throughout the day. The city recognizes that strict application of the required parking ratios may result in the provision of excessive numbers of parking spaces and, therefore, excessive pavement and impermeable surfaces. A Mixed-use Parking Program allows the property developer to use parking spaces more efficiently by allowing the same spaces to be “shared” by various land uses.

### 2. Applicability

The Mixed-use Shared Parking Program may be applied for wherever mixed uses are proposed.

### 3. Procedure

- a. The Director of Planning and Development may authorize a reduction in the total number of required parking spaces for two (2) or more uses jointly providing on-site parking if the respective hours of operation of the uses do not overlap, as demonstrated by the application of Table 10.0.7.B, Schedule of Shared Parking Calculations.
- b. If one (1) or more of the land uses proposing to use joint parking facilities do not conform to one of the general land use classifications in Table 10.0.7.B, Schedule of Shared Parking Calculations; the applicant shall submit sufficient data to indicate that there is not substantial conflict in the principal operating hours of the uses. Such data may include information from a professional publication such as those published by the Institute of Transportation Engineers (ITE) or the Urban Land Institute (ULI), or by a professionally prepared parking study.
- c. For changes of use in mixed-use projects the applicant must demonstrate that parking necessary for the new mix of uses does not exceed the amount which was required by the previous mix of uses.
- d. The total number of parking spaces required per Table 10.0.3.B, Schedule of Parking Requirements, shall not be reduced by more than twenty percent (20%).

*Intentionally Left Blank*

**Table 10.0.7.B Schedule of Mixed Use Parking Calculations**

<u>General Land Use Classification</u>	<u>Mid - 7 am</u>	<u>Weekdays 7pm- 6 pm</u>	<u>6pm- Mid</u>	<u>Mid - 7am</u>	<u>Weekends 7am - 6 pm</u>	<u>6pm- Mid.</u>
Office/Industrial	5%	100%	5%	0%	60%	10%
Retail	0%	100%	80%	0%	100%	60%
Residential	100%	55%	85%	100%	65%	75%
Restaurant	50%	70%	100%	45%	70%	100%
Hotel	100%	65%	90%	100%	65%	80%
Cinema/Theater	0%	70%	100%	5%	70%	100%

*How to use the Schedule of Mixed Use Parking:*

Calculate the number of spaces required for each use if it were free-standing (refer to the Schedule of Minimum On-site Parking Requirements). Applying the applicable general land use category to each proposed use, use the percentages to calculate the number of spaces required for each time period, (six (6) time periods per use). Add the number of spaces required for all applicable land uses to obtain a total parking requirement for each time period. Select the time period with the highest total parking requirement and use that total as your mixed use parking requirement.

**Section 8. Required Off-Street Loading****A. Purpose**

On the same premises with every use involving the receipt or distribution by vehicle of material or merchandise, there shall be provided and maintained on the lot adequate space for standing, loading, and unloading in order to avoid undue interference with public use of the street or alley.

**B. Number of Loading Berths Required**

The number of loading berths required shall conform to the requirements set forth in Table 10.0.8, below.

**C. Berth Size**

Loading Berths shall have a minimum width of ten (10) feet, a minimum length of fifty (50) feet, and a minimum height clearance of fourteen (14) feet.

**D. Access and Maneuverability**

Each required off-street loading berth shall be designed with appropriate means of vehicular access to a street or alley in a manner which will least interfere with traffic movement, and which will not restrict the access of surrounding uses, and shall be subject to approval by the Director of Planning and Development. At a minimum, the following areas for access and maneuvering shall be provided:

**1. Maneuvering Apron**

A maneuvering apron of fifty-five (55) feet shall be provided.

**2. Access Aisles**

A width of at least eighteen (18) feet shall be provided for one way aisles and twenty-four (24) feet for two way aisles.

**E. Design and Improvement Standards**

Off-street loading areas shall be developed in accordance with the standards in Part D, Design and Layout of Parking, above, except that paving of loading areas shall be capable of bearing a live load of two hundred (200) pounds per square foot.

**F. Central Loading**

Central loading facilities may be substituted for loading berths on individual zoning lots provided the following conditions are fulfilled:

1. Each zoning lot served shall have direct access to the central loading area without crossing streets or alleys at-grade.
2. No zoning lot served shall be more than five hundred (500) feet removed from the central loading area.
3. Total area of off-street loading berths provided shall meet the minimum requirements herein specified, based on the sum requirements of the several types of uses served.

**Table 10.0.8. Schedule Of Off-Street Loading Requirements**

<i>Use</i>	<i>Gross Floor Area (square feet)</i>	<i>Number of Berths</i>
<b>RESIDENTIAL USES</b>		
Hotel, Motel, Assisted Living or Nursing Home	12,000 - 120,000	1
Multi-Family	40,000 - 120,000 each additional 200,000	1 1 additional
<b>OFFICE AND INSTITUTIONAL USES</b>		
Banks, Government Buildings, Offices, Business Services, Offices, Hospitals	12,000 - 120,000 each additional 120,000	1 1 additional
<b>COMMERCIAL USES</b>		
Personal Services	Under 12,000	1
	12,000 - 25,000	2
Restaurants	Under 25,000	1
	25,000 - 40,000	2
	40,000 - 120,000	3
	each additional 200,000	1 additional
Retail sales	5,000 - 15,000	1
	15,000 - 40,000	2
	40,000 - 100,000	3
	each additional 50,000	1 additional
<b>EDUCATIONAL/CULTURAL/ ENTERTAINMENT USES</b>		
Primary or Secondary School, College or University, Theater or Assembly Hall, Amusement Establishment	12,000 - 120,000 each additional 120,000	1 1 additional
<b>INDUSTRIAL USES</b>		
Assembly/Manufacturing/Packaging, Warehousing and Distribution plants	5,000 - 12,000	1
	12,000 - 30,000	2
	30,000 - 120,000	3
	each additional 120,000	1 additional
Research and Development	30,000 - 120,000 each additional 120,000	2 1 additional

NOTE: Gross Floor Areas refer to all buildings or structures on premises.