

ORDINANCE NO. 22-41

**AN ORDINANCE OF THE CITY OF RICHMOND, KENTUCKY AMENDING
THE CITY'S DEVELOPMENT ORDINANCE RELATING TO PARKING
REQUIREMENTS**

WHEREAS, the City's existing development ordinance, Ord. 06-33, passed 9-26-06, as last amended by Ord. 21-25, passed 10-12-21 contains regulations governing the parking in all zoning districts; and

WHEREAS, the City's Planning and Zoning Commission has recommended that existing parking requirements be amended to better accommodate development in the city of Richmond; and

WHEREAS, the Board of Commissioners finds it to be in the public interest that the recommendations of the Planning and Zoning Commission in these regards be enacted;

NOW, THEREFORE, BE IT ORDAINED that the City's development ordinance be, and hereby is, modified by repealing and replacing section 411, in the particulars noted on the attachments to this Ordinance, and same are incorporated in this Ordinance as though here set forth in full.

~~411 PARKING A. Purpose The purpose of this section is to establish requirements regulating the quantity and design of offstreet parking areas, to relieve traffic congestion in the public ways, and to minimize potential detrimental effects of off-street parking on adjacent properties. 411.1 GENERAL REQUIREMENTS A. The provisions of this section are the minimum permissible off-street parking requirements and shall apply to all applicable districts. B. No building or structure shall be constructed, enlarged, or altered, or its use changed or enlarged, unless off-street parking has been provided in conjunction with this section. C. Each application for a building permit shall include sufficient information or plans to enable the Planning and Zoning Director to determine whether or not the requirements of this section have been met, to include: 1. Location and dimensions of all parking spaces, driveways, aisles, and pedestrian walkways as per this ordinance and the Access Management and Roadway Manual. 2. Provisions for pedestrian and vehicular circulation, lighting, and drainage. 3. Number of anticipated employees, company-owned vehicles, building rooms, offices, square footage, or other related information for determining the number of spaces required. 4. Landscaping plan D. All required off-street parking should be located on the same building site, or on a site adjacent to the land use served. E. Collective off-street parking may be provided; however, the required number of spaces provided shall not be less than would otherwise be required individually. F. Upon written application and certification by the owner, adjacent off-street parking spaces may be shared if the hours of usage for the uses in question do not coincide. B. OFF-STREET PARKING AND DESIGN STANDARDS: 411.2 Access A. Access to off-street parking areas within the City of~~

Richmond shall be as follows: 1. The location, width, and number of entrance and exit driveways serving public accessory parking facilities, drive-in businesses, fee parking lots, and public parking lots, shall be planned in such a manner as not to interfere with either the use of adjacent property or the flow of traffic on the streets to which they connect. The interconnection between off street parking areas shall be provided. 2. Location and other criteria for construction of curb cuts shall be approved by the Director of Planning and Zoning. Refer to the Access Management and Roadway Manual for construction guidance. 56 3. Entrance or exit driveways shall be wide enough to accommodate two-way traffic with travel lanes having a minimum width of twelve (12) feet for each lane. One-way directional traffic flow shall be at least fourteen (14) feet in pavement width or as specified by the Fire Marshal. 4. The radius of the driveway apron shall be at least twenty (20) feet or as specified by the Fire Marshal. 5. All parking spaces, except those required for single household and detached dwellings, shall have access to a public street or alley in such a manner that any vehicle leaving or entering the parking area from or into a public street or alley shall be traveling in a forward motion. 6. Properties located in a residential district shall not be utilized to provide parking for or access to non-residential districts. However, the Board of Adjustments may authorize a conditional-use permit to grant the development of a parking area in a residential district, provided that such parking area is no farther than two hundred (200) feet from the use which it is serving. 7. On any residential property where the garage access is located in the side or rear yard of the property, there shall be a minimum ten (10) foot driveway accessing the garage. 8. Parking of vehicles in any parking lot shall be by marked stalls only. B. Setbacks The location of off street parking facilities and access drives for more than five (5) vehicles, excluding single and two household dwellings, may be located in the required yards unless otherwise specified elsewhere in this ordinance. In no case however, shall the parking area or access drives be located closer than five (5) feet from any right-of way, five (5) feet from any nonresidential property line and fifteen (15) feet from any residential property line. C. Landscaping and Screening In addition to the setback requirements specified in this chapter for off street parking for more than five (5) vehicles, screening shall be provided on each side of the parking area that abuts any residential district or use. D. Paving and Drainage Any off street parking area for more than five (5) vehicles and its access drives shall be graded and drained so that the natural flow of surface water shall not be channeled or concentrated onto adjacent property by means other than a designated drainage course. Parking areas and access driveways shall be improved with an asphalt or concrete surface in accordance with Section 513.17. Pavers may also be used if approved by the Planning Commission. Pavers shall include durable materials suitable for parking such as cobblestones, brick, concrete formed blocks, or cut stone, provided the materials are specifically designed and installed for vehicular loads. E. Barriers Whenever a parking lot extends to property line, fencing, wheel stops, concrete curbs or other suitable barriers shall be provided in order to prevent any part of a parked vehicle from extending beyond the property line, encroaching on a sidewalk, or destroying the screening materials. F. Visibility Access of driveways for parking areas shall be located in such a way that any vehicle entering or leaving such parking area shall be clearly visible

by any pedestrian or motorist approaching the access or driveway from a public street, private street, or alley. Refer to the Access Management and Roadway Manual, Chapter 3. 57 G. Marking All parking areas for two or more vehicles shall be marked with paint lines or in some other manner approved by the city and shall be maintained in a clearly visible condition. This item is applicable in the city only. H. Maintenance Any owner of property used for parking areas shall maintain such areas in good condition. I. Signage Where necessary, entrances, exits, and the intended circulation pattern shall be clearly marked in the parking area. Signs may also be permitted which indicate the operator of the parking facility. Stop signs shall be installed where parking areas exit to a public way. J. Lighting Lighting shall be in conformance with Section 414 of this ordinance. K. Stacking Spaces for Drive Thru Businesses Business utilizing drive through windows or those that offer drive through facilities shall provide sufficient stacking space for five (5) vehicles. For the purposes of this article, one stacking space shall be construed as a minimum of nine (9) feet in width and nineteen (19) feet in length. Such stacking space shall begin at the point of business transaction and shall accommodate five (5) vehicles without obstruction to through vehicular traffic or parked vehicle areas. The point of business transaction shall include teller windows, fast food order, location, a gasoline fuel pump, car way bay, or the drive through automated teller window. L. Parking of Commercial Vehicles Commercial vehicles with or without signage, which are over nine (9) feet in width or nineteen (19) feet in length, shall not be parked in a parking area. Such vehicles shall be parked or stored in the required off-street loading space(s). M. Parking on Unimproved Surfaces Prohibited No motor vehicle shall be parked or stored on any area not improved in accordance with Section D above. Both the owner of any such improperly parked and stored vehicle and the owner or occupant of the property on which the vehicle is parked or stored shall be considered in violation of this section. N. Fire Lanes 1. Fire Apparatus Access. Plans for fire apparatus access roads shall be submitted to the fire department for review and approval prior to construction. a. A marked fire apparatus access road shall also be known as a fire lane. 2. Access to Building. a. A fire department access road shall extend to within 50 feet of at least one exterior door that can be opened from the outside and that provides access to the interior of the building. b. Fire department roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 feet from the fire department access roads as measured by an approved route around the exterior of the building or facility. c. When buildings are protected throughout with an approved automatic sprinkler system that is installed in accordance with NFPA 13, NFPA 13D, or NFPA 13R, the distance in (b) shall be permitted to be increased to 450 feet. d. Fire department access roads shall have an unobstructed width of not less than 20 feet. e. Fire department access roads shall have an unobstructed vertical clearance not less than 13 feet 6 inches. f. Vertical clearance shall be permitted to be reduced, provided such reduction does not impair access by fire apparatus, and approved signs are installed and maintained indicating the established clearance when approved. 3. Surface. Fire department access roads shall or other approved notices shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with an all-weather driving surface. a. Where required

by the AHJ, approved signs or other approved notices shall be provided and maintained to identify fire department access roads or to prohibit the obstruction thereof or both.

b. The required width of a fire department access road shall not be obstructed in any manner, including by the parking of vehicles. To be an effective fire access road (fire lane), the width shall be not less than 20 feet (18.2.3.4.1.1). The fire access road shall extend to within 50 feet of an accessible door. No portion of a building shall be further than 150 feet from the access road if the building is not sprinklered. No portion of a building shall be further than 450 feet of the access road if fully sprinklered. In my from the access roadway to the furthestmost point of the building the distance shall not exceed 150 feet if no sprinkler suppression is present or 450 feet if the building is fully fir sprinklered, measured in a direct path around the building exterior with no obstructions in the pathway. The vertical distances are 13 feet 6 inches max or, in the case of the Richmond Fire Department, 1 foot above the height of our tallest apparatus. The all-weather driving surface shall be asphalt or concrete. Signs or painted markings shall be present to show the existence of the fire access road. Signs should be reflective 12 inches by 18 inches with a white background and red letters 2 inches in height stating "NO PARKING FIRE LANE". Painted markings should be done in red paint. The length of the fire lane will need to be debated but could be as small as the longest fire apparatus that The Richmond Fire Department has.

411.3 Determination of Required Spaces In computing the number of parking spaces required by this ordinance, the following shall apply:

1. Where floor area is designated as the standard for determining parking space requirements, floor area shall be the sum of the net lease-able horizontal area of all floors of a nonresidential building.
2. Where seating capacity is designated as the standard for determining parking space requirements, the capacity shall mean the number of seating units as determined by code.
3. Where the required parking is determined by the number of employees, the maximum number of employees on duty on the premises at one (1) time, or any two (2) successive shifts, whichever is greater, shall be used.
- 59 4. Fractional number shall be increased to the next highest whole number.
5. When the building floor area is designated as the standard for determining parking space requirements and that number is less than the minimum standard, at least one (1) parking space shall be provided on the premises.
6. For development of potentially mixed uses, parking requirements shall be determined based on the most restrictive of the uses.

411.4 Parking Space Dimensions Each off-street parking space shall have the following dimensions and shall be of useable shape and conditions:

A	B	C	D	E	F
Parking Stall Length	of Aisle	Curb to Curb	Bay Width	Angle	Width Stall Width
		(Center to (Single Bay) Center)			
0 Degree	10 feet	21 feet	24 feet	42 feet	42 feet
45 Degree	10 feet	20 feet	14 feet	55 feet	45 feet (24 ft two-way)
60 Degree	10 feet	21 feet	18 feet	60 feet	55 feet (24 ft two-way)
90 Degree	9 feet	20 feet	24 feet	62 feet	62 feet
90 Degree	10 feet	19 feet	24 feet	62 feet	62 feet *

* When 90 Degree parking is fronting a landscape area the length of stall (C) may be reduced to seventeen (17) feet with wheel/curb stops.

60 411.5 Parking Space Requirements: The number of parking spaces required for selected land use activities along with the criteria for determining the spaces are indicated below. If a particular use is not included in the list, the Planning and Zoning Director will determine the requirements based on the land use most closely

related to the one in question. Uses Space Requirements Residential Single/Multi Family, Duplex, Condo 2 per first bedroom, 1 per each additional bedroom Group quarters 3 spaces for every 5 beds Assisted living facility 1 per every 2 beds Commercial Automobile repair 2 spaces per service bay (excluding the bay) + one space per employee, and 1 space per employer vehicle Automobile sales 1 space per 400 sq. ft. of net floor area of sales, shop and garage, + 1 space per employee Banks, financial institutions 1 space per 200 sq. ft. of net floor area + Stacking spaces for drive through Car wash 5 stacking spaces per lane for automatic: 4 stacking spaces + 2 drying spaces per stall Convenience store 1 space per 200 sq. ft. of net floor area, + 1 space per island, + 1 space per employee Day care center, child/ 1 space per employee, + 1 space for each 6 Pre-school children, + 1 space per faculty vehicle Service stations 1 per pump + 1 per bay + 1 per 200 sq. ft. gross floor area for offices/retail activities Funeral homes 1 per 100 sq. ft. gross floor area Grocery stores 1 space per 175 sq. ft. of net sales floor area Health/fitness facility 1 space per 200 sq. ft. of net floor area Hotels, motels 1 per sleeping room + 1 per employee Mini-storage facility 3 spaces + 1 per 100 storage units Offices 1 space for each 200 sq. ft. of net floor area Retail sales/service 1 per 200 sq. ft. gross sales floor area Restaurants, sit-down 1 per 150 sq. ft. gross floor area Restaurants, drive through 5 stacking spaces per lane Warehouses 1 per 600 sq. ft. gross floor area * Where the proposed use is not known, the high volume requirement will be used. 61 Public / Semi-public Uses Space Requirements Bowling alley 4 per lane + 1 per 100 sq. ft. gross floor area for other uses Theaters, arenas, stadiums 1 space per 3 seats Parks, recreation areas 4 spaces per acre Golf courses 4 per golf hole + 1 per 250 sq. ft. gross floor area of pro-shop, concession, etc. Libraries, museums 1 per 400 sq. ft. gross floor area Elementary/Middle Schools One space for each 3 auditorium seats, or 1 space per classroom (whichever is greater) High school 1 per employee + 1 per 6 students + + 12 visitor spaces Vocational/Technical 1 per employee + 1 per 2 students College/university 1 per employee + 1 per 4 students Government buildings 1 per 250 sq. ft. + 1 per 4 patrons (whichever is greater) Police/fire stations 1 per employee on maximum shift + 1 per facility vehicle + 1 per 250 sq. ft. of net floor area Civic clubs, related activities 1 per 200 sq. ft. of net floor area Churches/places of worship 1 per 4 seats in sanctuary Hospitals/clinics 2 spaces per bed or 1 space per 150 sq. ft. net floor area, whichever is greater. Manufacturing 1 per 1 ½ employees on maximum shift + 1 space per facility vehicle 62 411.6 Loading and Unloading Areas: Whenever the normal operation of any development requires that goods, merchandise, or equipment be routinely delivered to or shipped from that development, a sufficient off-street loading and unloading area must be provided in accordance with this section to accommodate the delivery or shipment operations in a safe and convenient manner. The loading and unloading area must be a minimum of four (4) feet from the rear of any building and of a sufficient size to accommodate the number and types of vehicles that are likely to use this area, given the nature of the development in question. The following table indicates the number and size of spaces that, presumptively, satisfy the standard set forth in this section. However, the Planning and Zoning Director may require more or less area if reasonably necessary to satisfy the foregoing standard. Gross Leasable Area of Building Number of Spaces* 1,000-19,999 1 20,000-79,999 2 80,000-127,999 3 128,000-191,000

~~4 192,000-255,999 5 256,000-319,999 6 Plus one (1) space for each additional 72,000 square feet or fraction thereof. * Maximum dimensions of 12 feet x 55 feet and overhead clearance of 14 feet from street grade required Loading and unloading areas shall be located and designed so that the vehicles using them can; 1) maneuver safely and conveniently to and from a public right-of-way, and 2) complete the loading and unloading operations without obstructing or interfering with any public right-of-way or any parking area. No area allocated to loading and unloading may be used to satisfy other area requirements for off street parking.~~

411 Motor Vehicle Parking Standards

The requirements of this Part are intended to provide off-street parking, queuing and loading facilities in proportion to the need created by each land use by establishing requirements regulating the quantity and design of off-street parking areas to relieve traffic congestion and to minimize potential detrimental effects of off-street parking on adjacent properties.

411.1 Relationship to the Comprehensive Plan

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

411.2 Applicability

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

Each application for a building permit shall include sufficient information or plans to enable the Administrative Official to determine whether or not the requirements of this section have been met, to include:

- Location and dimensions of all parking spaces, driveways, aisles, and pedestrian walkways as per this ordinance and the Access Management and Roadway Manual.
- Provisions for pedestrian and vehicular circulation, lighting, and drainage.
- Number of anticipated employees, company-owned vehicles, building rooms, offices, square footage, or other related information for determining the number of spaces required.
- Landscaping plan

All required off-street parking should be located on the same building site, or on a site adjacent to the land use served.

Collective off-street parking may be provided; however, the required number of spaces provided shall not be less than would otherwise be required individually.

411.3 Calculating Parking Requirements / Allowances

A. Parking Spaces Required / Allowed

The minimum and maximum number of parking spaces required/allowed is based upon both the use and the zone/division in which that use is located. To determine the minimum number of parking spaces required and the maximum allowed, locate the applicable zone/division in which the use is located and apply that standard to the requirements associated with the specific use located in Table 411.4.1.

B. Nonconforming Parking

A use or structure with nonconforming off-street parking (insufficient off-street parking to meet the current land use requirements in compliance with Table 411.4.1, below) may be physically enlarged (e.g., expansion of structure or outdoor land use) or undergo a change in use in compliance with the following provisions.

1. Residential uses. No additional parking spaces shall be required; provided, the change does not increase the number of dwelling units, nor eliminate the only portion of the site that can be used for the required or existing parking or access. Exception: structures that are at least 50 years of age are not subject to the minimum parking requirements but are subject to the maximum parking requirements listed in Table 411.4.1.
2. Non-residential uses.
 - a. The number of existing parking spaces shall be maintained on the site and additional parking spaces shall be provided in compliance with this Chapter and Subparagraph.
 - b. If the use is enlarged (e.g., expansion of structure or outdoor land use) so that it requires more parking than the previous use, only the number of parking spaces required for the enlargement shall be required to be added to the existing parking spaces.
 - c. If the use of the structure is changed to one that requires more parking than the previous use, only the difference between the number of parking spaces required for the previous use and those required for the new use shall be required to be added to the existing parking spaces.
 - d. The change shall not eliminate the only portion of the site that can be used for the required or existing parking or access.
 - e. Exception: structures that are at least 50 years of age are not subject to the minimum parking requirements listed in Table 411.4.1, but are subject to the maximum parking requirements listed in Table 411.4.1.

C. Parking Requirements for uses not Listed or to be determined

For uses not listed in Table 411.4.1 or listed as to be determined in Table 9.1.3B the Administrative Official or designee is authorized to do any of the following:

1. Apply the minimum or maximum off-street parking space requirement specified in Table 411.4.1 for the listed use that is deemed most similar to the proposed use as determined by the Administrative Official or designee. This determination shall

be based on the operating characteristics of the use, the most similar related occupancy classification, or other factors related to potential parking demand.

2. Establish the minimum off street parking space and loading requirements based on a parking study prepared by the applicant in accordance with section 411.15.

D. Different Use Areas

1. The number of parking spaces shall be computed based on the primary uses on the site except as stated in D.2. of this Section, below. Where there are two or more separate primary uses on a site, the required or allowed parking for the site shall be the sum of the primary uses. For joint use parking provisions, see Section 411.7 of this Part.
2. When more than twenty (20) percent of the gross floor area of all buildings on a site is in an accessory use, the required or allowed parking shall be calculated separately for the accessory use.

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

E. Calculations

1. When the calculation of the number of required or allowed parking spaces result in fractions, any fraction less than one-half (1/2) shall be disregarded and any fraction of one-half (1/2) or more shall be rounded up to the next whole number.
2. If the maximum number of parking spaces allowed is less than one, then the maximum number is automatically increased to one.
3. If the maximum number of parking spaces allowed is less than or equal to the minimum number required, then the maximum number is automatically increased to one more than the minimum.
4. Where floor area is designated as the standard for determining parking space requirements, floor area shall be the sum of the gross horizontal area of all floors of a non-residential building.
5. Where seating capacity is designated as the standard for determining parking space requirements, the capacity shall mean the number of seating units as determined by code.
6. Where the required parking is determined by the number of employees, the maximum number of employees on duty on the premises at one (1) time, or any two (2) successive shifts, whichever is greater, shall be used.
7. When the building floor area is designated as the standard for determining parking space requirements and that number is less than the minimum standard, the minimum standard shall apply and at least one (1) parking space shall be provided on the premises.
8. For development of potentially mixed uses, parking requirements shall be determined based on the most restrictive of the uses.

F. Off-street Parking Reductions

1. A ten (10) percent reduction in the minimum required number of spaces shall apply to any development within 1,000 feet of a designated transit route.
2. A ten (10) percent reduction in the minimum required number of spaces shall apply to any mixed-use development site (for the purposes of this provision mixed use means a development site that contains both residential and non-residential principal uses) that incorporates at least 25% of the gross floor area of the development site to residential use. An additional ten (10) percent reduction for the development site shall be applicable to developments that incorporate at least one mixed use structure (for the purposes of this provision mixed use means a structure that contains both residential and non-residential principal uses) that contains a minimum of five (5) residential units.
3. An area equal to that needed to provide up to ten (10) percent of the parking spaces required for retail uses may be delineated from the balance of the parking lot with removable barriers and be used as open space, recreational facilities or outdoor sales/display area during the non-peak period (January 15th to November 15th or any other ten-month non-peak period approved by the Administrative Official).
4. A twenty (20) percent reduction in the minimum number of parking spaces required shall apply to any development that rehabilitates a structure that is eligible for or currently listed on the National Register for Historic Places in accordance with the Secretary of the Interior Standards for Historic Preservation, or Sustainable Permit Projects.
5. A twenty (20) percent reduction in the minimum number of parking spaces required shall apply to any development that exceeds the minimum tree canopy required by five (5) percent.
6. A Parking Waiver from the Board of Adjustment must be obtained to reduce the minimum number of required parking spaces, except as provide above.
7. A Parking Waiver must be obtained from the Board of Adjustment to exceed the maximum number of parking spaces permitted except when those spaces in excess of the maximum allowed are located within a structured parking facility.

G. Off-street Parking Maximum Exceptions and Increases

The following shall not count toward the maximum number of parking spaces:

1. Off-street parking spaces used as electric vehicle charging stations on a lot/parcel of land.
2. Off-street parking spaces designated for curbside pickup or associated drive through waiting spaces.
3. Off-street parking spaces located within structured parking facilities or elevated parking systems.

4. Off-street parking spaces designated for Handicap accessible parking.
5. Off-street parking spaces designated for carpool or vanpool.
6. Off-street parking spaces designated for vacuum stations associated with a car wash.
7. Off-street parking spaces designated for passenger drop-off and pick-up.
8. Off-street parking associated with mail centers/clusters.
9. Off street parking associated with dog parks or recreation facilities in a residential zone.

411.4 Parking Space Requirements

TABLE 411.4.1

<u>Occupancy Type</u>	<u>Specific Use</u>	<u>Minimum</u>	<u>Maximum</u>
<p><u>Parking spaces used to satisfy these parking requirements, including those in garages, must meet the dimensional requirements as stated in the Land Development Code</u></p>			
<u>Residential</u>			
<u>Single Family Detached Dwelling Units</u>	<u>Individual Detached Dwelling</u>	<u>Including the garage,</u> <u>≤ 3 bedrooms = 2 spaces total</u> <u>4 to 5 bedrooms = 3 spaces total</u> <u>6 bedrooms = 4 spaces total</u> <u>> 6 bedrooms = TBD by Administrative Official</u>	<u>Excluding the garage,</u> <u>≤ 5 bedrooms = 4 spaces total</u> <u>≥ 6 bedrooms TBD by Administrative Official plus 2 additional for accessory structure</u>
<u>Two Family Attached Dwelling Units (Two Connected Units)</u>	<u>Duplexes and Lofts and Basement Dwelling Units Attached to a Commercial Use</u>	<u>Per unit, including the garage,</u> <u>≤ 3 bedrooms = 2 spaces total</u> <u>4 to 5 bedrooms = 3 spaces total</u> <u>6 bedrooms = 4 spaces total</u> <u>> 6 bedrooms = TBD by Administrative Official</u>	<u>Per unit, excluding the garage,</u> <u>≤ 5 bedrooms = 4 spaces total</u> <u>≥ 6 bedrooms TBD by Administrative Official plus 2 additional for accessory structure</u>
<u>Multi-Family (Three or More Connected Units)</u>	<u>Apartment Complexes, Townhomes, and Condominiums</u>	<u>1 space per bedroom</u>	<u>2 spaces per bedroom</u>
<u>Institutional Living</u>	<u>Dormitories, Boarding, Transitional, Rehabilitation, Unhoused Shelters</u>	<u>1 per 4 residents plus one per employee</u>	<u>1 per maximum capacity of residents</u>
<u>Transient Living</u>	<u>Hotel, Motel, Bed and Breakfast, Airbnb, Rent based on nightly rate</u>	<u>1 per room, plus additional parking for each underlying use as determined by admin official</u>	<u>2 per room</u>
<u>Group Living</u>	<u>Group Homes</u>	<u>Excluding the garage,</u> <u>1 space per bedroom</u>	<u>2 spaces per bedroom</u>
<u>Commercial</u>			
<u>Office</u>	<u>Medical, Dental, Veterinary</u>	<u>1 space per 400 square feet of</u>	<u>1 space per 200 square</u>

	<u>Professional, Financial, General Office</u>	<u>gross floor area</u>	<u>feet of gross floor area</u>
<u>Art/Photography Studios and Galleries</u>	<u>Studios and Galleries</u>	<u>TBD by Administrative Official</u>	
<u>Restaurant</u>	<u>Dining Rooms, Bars, Pubs, Exterior Seating Areas</u>	<u>1 per 150 square feet of gross floor area</u>	<u>1 per 50 square feet of gross floor area</u>
<u>Fitness Centers/Athletic Facilities</u>	<u>Health Clubs and Centers, Gyms, Fitness Instruction</u>	<u>1 per 300 square feet of gross floor area plus 1 per 200 square feet of gross area of classroom/instruction area</u>	<u>1 space per 100 square feet of gross floor area</u>
<u>Shopping</u>	<u>Goods or Service Oriented</u>	<u>1 per 300 square feet of gross floor area</u>	<u>1 per 100 square feet of gross floor area</u>
<u>Outdoor Sales and Display</u>	<u>Outdoor sales/display only</u>	<u>1 per 1,000 square feet of sales/display area</u>	<u>1 per 500 square feet of sales/display area</u>
<u>Outdoor Vehicle and Equipment Sales</u>	<u>Car sales and rentals, equipment sales and rental</u>	<u>1 per 400 square feet of net building and office area</u>	<u>TBD by Administrative Official</u>
<u>Vehicle Service</u>	<u>Quick Service</u>	<u>1 per 300 square feet of gross floor area plus stacking requirements</u>	<u>TBD by Administrative Official</u>
	<u>Repair</u>	<u>2 per bay plus 1 per 300 square feet of gross area (excluding service bays)</u>	<u>2 per bay plus 1 per 150 square feet of gross area (excluding service bays)</u>
	<u>Car Wash-Self Serve</u>	<u>1 space</u>	<u>2 spaces</u>
	<u>Car Wash-Full Service</u>	<u>4 spaces</u>	<u>TBD by Administrative Official</u>
	<u>Fuel Station</u>	<u>1 per 300 square feet of gross floor area of retail space</u>	<u>1 per 100 square feet of gross floor area of retail space</u>
<u>Entertainment Uses</u>	<u>Bowling Alley, Bingo Halls, Go Cart Facilities, etc.</u>	<u>TBD by Administrative Official</u>	<u>No more than 25% above minimum requirement</u>
<u>INDUSTRIAL, MANUFACTURING, WAREHOUSE</u>			

<u>Manufacturing/Production</u>	<u>Factory, Assembly Plant</u>	<u>1 per 500 square feet of gross floor area</u>	<u>TBD by Administrative Official</u>
<u>Commercial Warehousing</u>	<u>Material Storage/Handling/Distribution</u>	<u>1 per 500 square feet of gross floor area</u>	<u>TBD by Administrative Official</u>
<u>Non-Commercial Storage</u>	<u>Mini-warehouse</u>	<u>1 per 500 square feet of gross office area plus 1 space per 15 climate-controlled storage units.</u>	<u>TBD by Administrative Official</u>
<u>SOCIAL/INSTITUTIONAL</u>			
<u>School or Library</u>	<u>Primary, Secondary, university, vocational, public and private</u>	<u>TBD by Administrative Official</u>	<u>No more than 25% above minimum</u>
<u>Health Care, Medical Treatment</u>	<u>Hospitals, nursing homes, medical clinics</u>	<u>TBD by Administrative Official</u>	<u>No more than 25% above minimum</u>
<u>Interment, Cremation, Grave Digging</u>	<u>Crematory, cemetery, mausoleum</u>	<u>TBD by Administrative Official</u>	<u>No more than 25% above minimum</u>
		<u>TBD by Administrative Official</u>	<u>No more than 25% above minimum</u>
<u>MASS ASSEMBLY</u>			
	<u>Spectator Sports, Movies, Concerts, Entertainment, Religious, etc.</u>	<u>TBD by Administrative Official</u>	<u>No more than 25% above minimum</u>
<u>LEISURE</u>			
	<u>Golf courses, Driving Ranges, Tennis Centers, Skate Parks, Horse Riding Stables, Amusement Parks</u>	<u>TBD by Administrative Official</u>	<u>No more than 25% above minimum</u>

411.5 Location of Parking on Lot

Off-street parking is prohibited in all required building setbacks unless specifically authorized by the Administrative Official.

Exception: Parking for single-family residential uses and duplexes is permitted in the required front or street side yard only on a hard surface or approved semi-pervious driveway that does not exceed twenty (20) feet in width and that leads to a garage, carport, house or rear yard. Parking on approved circular driveways may be permitted as long as the circular driveway has been approved by the Administrative Official or designee.

411.6 Off-Site Parking

- A. Parking spaces required by this part may be located off-site on property under the same ownership as the use the parking spaces are intended to serve. Such parking spaces must be located within 1,000 feet of the buildings or uses requiring the parking. The 1,000 feet requirement shall be measured by the shortest walking distance (using sidewalks and designated crosswalks) from the nearest point of the property on which the parking spaces are located, to the nearest point of the property on which the use is located and which the parking is intended to serve. The site must be properly zoned and have all proper approvals for automobile parking areas.
- B. Parking spaces required by this Part may be located on property under separate ownership from the use the parking is intended to serve as long as the following conditions are satisfied.
 - 1. The applicant(s) demonstrates that one or more uses located off-site exceed the minimum number of parking spaces required by this Part and are willing to allocate a certain number of the excess spaces to another use to meet its

minimum number of required spaces.

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

411.7 Joint Use Parking

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

- A. A Parking Study that conforms to the requirements of Section 9.1.17 shall be submitted by the applicants.
- B. The number of parking spaces which may be credited against the requirements for the structures or uses involved shall not exceed the number of spaces reasonably anticipated to be available during any hours of operation.
- C. The joint parking spaces must be located within 1,000 feet of the buildings or uses being served by such facility, measured by the shortest walking distance (using sidewalks and designated crosswalks) from the nearest point of the property on which the parking facility is located, to the nearest point of the property on which the use is located and which the parking is intended to serve. Additionally, signage shall be provided identifying any parking spaces that are being leased or jointly used, who

those spaces are available to, and any other restrictions (e.g time available) that may apply. The location and size of such signage shall be required as part of the joint use agreement and shall be subject to review and approval by the Planning Commission or its designee.

- D. Off street parking areas required for residential use shall not be included in any joint parking arrangement.
- E. All parties shall execute a properly drawn legal instrument/agreement providing for the joint use of the off-street parking areas. This instrument shall be drawn to the satisfaction of the Planning Commission's attorney and shall be executed by all parties concerned assuring the availability of the number of spaces designated for joint use and shall be recorded in the County Clerk's Office. The applicants and their successors shall annually provide certification to the Administrative Official that the parking spaces associated with the joint use agreement are still available. The applicant shall provide the Planning Commission with immediate written notice at any time that any of the parking spaces associated with the joint use agreement become unavailable and shall have thirty (30) days from the time that the parking spaces associated with the joint use agreement became unavailable to provide the required number of parking spaces or to apply for a Parking Waiver to reduce the required number of spaces. The use's Certificate of Occupancy shall be conditioned upon the continued availability of the required number of parking spaces.

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

411.8 Stacked Parking

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

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

411.9 Use of Required Parking Spaces

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

- A. Required parking spaces must be available for the use of residents, customers, visitors or employees of the use. They may not be assigned in any way to a use on another site, except where the joint use parking provisions are employed (see Section 9.1.6).
- B. Fees may be charged for the use of required parking spaces.

- C. Required parking spaces and areas shall not be used for the display, advertisement, sale, repair, dismantling or wrecking of any vehicles, equipment or materials.
- D. Buildings or structures shall be permitted for shelters for guards, attendants or watchmen; however, any such structure shall not occupy required parking spaces and shall be appropriately delineated on the approved development plan.

411.10 Parking Area Improvements and Maintenance

- A. Surfacing and Facility Type
 - 1. All off-street parking areas and access driveways except for those serving agricultural uses shall be of a hard and durable surface such as asphalt, brick, concrete paving and interlocking paving blocks, including semi-pervious systems that retain space for vegetation, are acceptable paving materials. Other paving materials (including gravel) may only be permitted for equipment and goods storage only upon approval by the Administrative Official but must include a binding agent to stabilize the surface and prevent dust. No motor vehicle including but not limited to recreational vehicles shall be parked or stored on grass or any other surface that does not meet the above criteria.
- B. Striping: All off-street parking spaces, except for those serving detached single-family uses and agricultural uses, shall be delineated using durable painted lines that meet the Manual of Uniform Traffic Control Devices (MUTCD) standards.
- C. Wheel Stops and Protective Curbing: Concrete wheel stops or curbing at least six (6) inches high and six (6) inches wide shall be provided to prevent vehicles from overhanging abutting sidewalks, properties or public rights-of-way, to protect landscaped areas and to protect adjacent properties. Such wheel stops or curbing shall be located at least three (3) feet from any adjacent wall, fence, property line, woody vegetation, walkway or structure.
- D. Landscaping: Parking area landscaping shall be provided in accordance with the adopted landscape requirements identified in the City of Richmond Landscape Manual. Additionally, any parking facilities that provide parking for five or more vehicles shall provide screening, as defined by this code, on each side of any parking area that abuts a residential district or use.
- E. Lighting: Parking area lighting shall be provided in accordance with section 414 of this code.
- F. Litter Receptacles: All off-street parking areas serving retail uses and restaurants shall provide at least one outdoor litter receptacle within the parking area or at the building entrance. One additional outdoor litter receptacle shall be provided within the parking area or at the building entrance for each seventy-five (75) parking spaces located on the site.
- G. Handicapped Parking Spaces. Handicapped parking spaces shall be provided as required by local ordinances or Federal or State law. All handicapped parking spaces shall be located so that:
 - 1. The spaces provide easy access from the closest parking area to the major

entrances of the use for which they are provided;

2. The disabled individual is not compelled to wheel or walk behind parked cars other than his or her own; and
 3. A pedestrian way accessible to physically disabled persons shall be provided from each parking space to related facilities including curb cuts and/or ramps.
- H. Signage. All signs within off-street parking areas shall be approved by the Administrative Official or designee. When necessary, the Administrative Official, at his/her discretion may require signage.
- I. Maintenance. All off-street parking areas shall be permanently and continually maintained in good condition and free from potholes, weeds, dirt, trash and other debris. The owner of the property shall be responsible for all maintenance.
- J. Compact Vehicle Spaces. Up to 15% of the minimum required parking spaces may be assigned as compact vehicles spaces with approval from the administrative official and the requirements listed below:
1. Compact vehicles spaces shall be clearly labeled for 'Compact Cars' and shall be approved in accordance with paragraph H above.
 2. The minimum dimensions of compact vehicles spaces shall be in conformance with the established design criteria in 411.12(A)(3).
 3. Design techniques such as use of lampposts, bollards, extra landscaped areas at the front of compact spaces or the location of compact spaces shall be incorporated into the parking lot plan to preclude the parking of standard size vehicles in compact vehicle spaces.
- K. Motorcycle Parking. A commercial or other non-residential development may substitute motorcycle spaces for required automobile spaces at the rate of one (1) motorcycle space for each 25 automobile spaces, up to a maximum of five (5) percent of the minimum required motor vehicles spaces. No more than one (1) motorcycle space shall be permitted per row of parking.
- L. Drainage-Any off-street parking area for five (5) or more vehicles and its access drives shall be graded and drained so that the natural flow of surface water shall not be channeled or concentrated onto adjacent property by means other than a designated drainage course.
- M. Visibility- Access of driveways for parking areas shall be located in such a way that any vehicle entering or leaving such parking area shall be clearly visible by any pedestrian or motorist approaching the access or driveway from a public street, private street, or alley. Refer to the Access Management and Roadway Manual, Chapter 3.
- N. Parking of Commercial Vehicles- Commercial vehicles with or without signage, which are over nine (9) feet in width or nineteen (19) feet in length, shall not be parked in a parking area. Such vehicles shall be parked or stored in the required off-street loading space(s).

411.11 Parking Area Layout and Design

A. Access to Parking Spaces

1. All parking areas, except stacked parking areas, must be designed so that a vehicle may enter or exit without requiring another vehicle to move.
2. Except for single-family dwellings and duplexes, each off-street parking space shall open directly upon a private aisle or private driveway of such width and design as to provide a safe and efficient means of vehicular access between the parking space and public streets. Parking spaces shall be designed to preclude vehicles backing from or onto a public street. Non-residential off-street parking facilities designed for vehicles backing from or onto an alley may be allowed at the discretion of the Administrative Official.
3. The location, width, and number of entrance and exit driveways serving public accessory parking facilities, drive-in businesses, fee parking lots, and public parking lots, shall be planned in such a manner as not to interfere with either the use of adjacent property or the flow of traffic on the streets to which they connect. Interconnection between off street parking areas shall be provided.
4. Location and other criteria for construction of curb cuts shall be approved by the Administrative Official. Refer to the Access Management and Roadway Manual for construction guidance.
5. Except for single-family dwellings and duplexes, entrance or exit driveways shall be wide enough to accommodate two-way traffic with travel lanes having a minimum width of twelve (12) feet for each lane. One-way directional traffic flow shall be at least fourteen (14) feet in pavement width.
6. The radius of the driveway apron shall be at least twenty (20) feet.
7. Properties located in a residential district shall not be utilized to provide parking for or access to non-residential uses.
8. On any residential property where the garage access is located in the side or rear yard of the property, there shall be a minimum ten (10) foot driveway accessing the garage.
9. Parking of vehicles in any parking lot shall be by marked stalls only.

B. Parking Space and Aisle Dimensions

- a. The dimensions of off-street parking spaces and associated drive aisles shall be determined by applying the minimum dimensional requirements found within Table 411.2. The width of compact vehicles spaces shall be at least eight (8) feet and the recommended length is 14' to 16'. The recommended aisle width for compact space parking areas is 20'. The width of motorcycle spaces shall be at least five (5) feet.
- b. Parking structures developed to provide the minimum number

parking spaces required by this section must meet the minimum dimensional requirements specified in Table 411.2. The design and layout of all other parking structures, including but not limited to those used to create parking spaces in excess of the maximum allowed for a particular use and those for-profit parking structures not associated with any particular use, shall be approved by the Planning Commission.

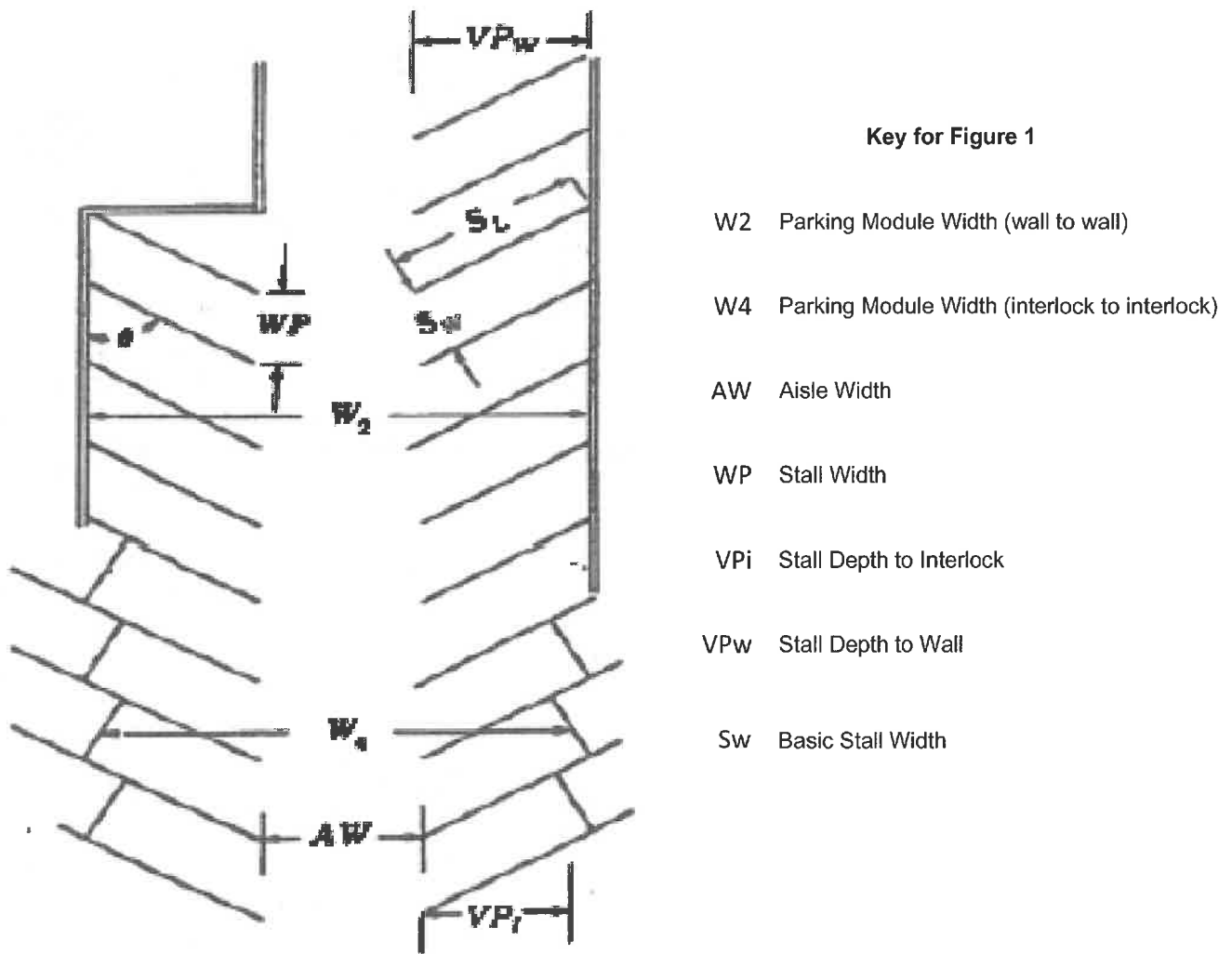
- C. Parking spaces serving single family residential developments located within driveways and garages need only meet the Stall Width and Stall Depth to Wall standards set forth in Table 411.2.
- 2. Parallel parking spaces shall be at least ten (10) feet in width and twenty-two (22) feet in length.
- 3. The Administrative Official may modify the dimensional requirements of this Section when he/she finds that such modifications would not adversely affect the functionality of the parking area and the safety of those that use it (such as the use of other acceptable standards like ITE Manual standards).

Table 411.11.1: Minimum Parking Dimensions

	<u>Sw</u>	<u>WP</u>	<u>VPw</u>	<u>Vpi</u>	<u>AW</u>	<u>W2</u>	<u>W4</u>
<u>Parking Angle (degrees)</u>	<u>Basic Stall Width</u>	<u>Stall Width Parallel to Aisle</u>	<u>Stall Depth to Wall (ft)</u>	<u>Stall Depth to Interlock</u>	<u>Aisle Width (ft)</u>	<u>Wall to Wall (ft)</u>	<u>Interlock to Interlock (ft)</u>
<u>45</u>	<u>8.5</u>	<u>12</u>	<u>17.5</u>	<u>15.3</u>	<u>13</u>	<u>48</u>	<u>44</u>
<u>45</u>	<u>9</u>	<u>12.7</u>	<u>17.5</u>	<u>15.3</u>	<u>12</u>	<u>47</u>	<u>43</u>
<u>45</u>	<u>9.5</u>	<u>13.4</u>	<u>17.5</u>	<u>15.3</u>	<u>11</u>	<u>46</u>	<u>42</u>
<u>60</u>	<u>8.5</u>	<u>9.8</u>	<u>19</u>	<u>17.5</u>	<u>18</u>	<u>56</u>	<u>53</u>
<u>60</u>	<u>9</u>	<u>10.4</u>	<u>19</u>	<u>17.5</u>	<u>16</u>	<u>54</u>	<u>51</u>
<u>60</u>	<u>9.5</u>	<u>11</u>	<u>19</u>	<u>17.5</u>	<u>15</u>	<u>51</u>	<u>50</u>
<u>75</u>	<u>8.5</u>	<u>8.3</u>	<u>19.5</u>	<u>18.8</u>	<u>25</u>	<u>64</u>	<u>63</u>

<u>75</u>	<u>9</u>	<u>9.3</u>	<u>19.5</u>	<u>18.8</u>	<u>23</u>	<u>62</u>	<u>61</u>
<u>75</u>	<u>9.5</u>	<u>9.8</u>	<u>19.5</u>	<u>18.8</u>	<u>22</u>	<u>61</u>	<u>60</u>
<u>90</u>	<u>8.5</u>	<u>8.5</u>	<u>18.5</u>	<u>18</u>	<u>26</u>	<u>62</u>	<u>60</u>
<u>90</u>	<u>9</u>	<u>9</u>	<u>18.5</u>	<u>18</u>	<u>24</u>	<u>60</u>	<u>60</u>
<u>90</u>	<u>9.5</u>	<u>9.5</u>	<u>18.5</u>	<u>18</u>	<u>24</u>	<u>60</u>	<u>60</u>

Figure 411.11.2: Parking Dimensional Layout Diagram



C. General Design Criteria

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

pedestrian / vehicle conflict (i.e. vehicles should not extent across sidewalks or other pedestrian facilities).

4. Dimensions are in feet.

411.12 Queuing for Drive-Through Facilities

In addition to meeting the parking requirements of this section, businesses utilizing drive through windows or those that offer drive through facilities shall provide sufficient stacking space for five (5) vehicles. For the purposes of this article, one stacking space shall be construed as a minimum of nine (9) feet in width and nineteen (19) feet in length. Such stacking space shall begin at the point of business transaction and shall accommodate five (5) vehicles without obstruction to through vehicular traffic or parked vehicle areas. The point of business transaction shall include teller windows, fast food order, location, a gasoline fuel pump, car way bay, or the drive through automated teller window.

- A. Minimum Dimensions. Each queue space shall be at least ten (9) feet in width and twenty (19) feet in length.
- B. Design. Each queue lane shall be clearly defined and designated so as not to conflict or interfere with other pedestrian or vehicular traffic on the site.

411.13 Parking in Residential Areas

The following regulations shall apply to outdoor parking for all residential zoning districts.

- A. Parking of Passenger Vehicles and Light Trucks. Passenger vehicles and light trucks may be parked in any allowed parking area to the extent that the number of vehicles being parked does not exceed the maximum permitted in Table 411.4.1.
- B. Parking of Heavy Trucks.
 1. The parking of heavy trucks and equipment is prohibited.
- C. Vehicle Service and Repair. Service and repair of vehicles not owned or leased by and registered to a resident of the site is prohibited. Vehicles may be serviced and repaired provided that the conditions listed in either 1 and 2 or 3 and 4, below, are met.
 1. The vehicles are owned or leased by and registered to residents of the site and
 2. The service and repair is minor. Minor service and repair includes tune-ups, replacement and servicing of oil and other fluids, and replacement and adjustment of minor parts such as tires, hoses, belts, filters, fuses and similar items. It does not include: body and fender repair and replacement; painting; engine or transmission removal or replacement; or

any work using welders, torches, or air-driven power tools.

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

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

411.14 Parking Waiver Provisions

- A. General Parking Waivers. In extraordinary cases in which the requirements of this Part would create hardship in the use of a particular site, the Planning Commission may consider granting a General Parking Waiver during the design and planning phase of a major development. All other parking waivers must be approved by the Board of Adjustment.
 1. When required, General Parking Waivers are required when an applicant wishes to provide less parking spaces than are required by this Part, when an applicant wishes to provide more parking spaces than are allowed by this Part.
 2. The following items must be provided to and approved by the Administrative Official before a General Parking Waiver request will be placed on the Planning Commission's or Board of Adjustment's meeting agenda:
 - a. A completed application form.
 - b. A development plan depicting the use and the off-street parking areas which, except as otherwise specified herein, shall be processed, implemented and enforced as prescribed by other portions of the Land Development Code. The applicant shall pay the fee specified for such a request unless the request is processed with a request for rezoning relating to the same property.
 - c. The names and addresses of:
 - i. Property owners
 - ii. Neighborhood Association
 - iii. Any property owner within 100 feet of any joint parking lot or off-site parking lot proposed to be used to meet the requirements of this part.
 - iv. Adjacent Property Owners

- d. Parking Study as prescribed in Section 411.15 of this Part.
- e. A current recorded deed with an "End of Document Stamp" on the last page.
- f. Any other submittal requirements as determined by the Administrative Official or designee.

411.15 Parking Studies

- A. A Parking Study shall be required when any of the following occurs:
 1. An applicant wishes to utilize the Joint Use Parking.
 2. An applicant requests a Parking Waiver to allow the provision of less parking spaces than are required by this Part.
 3. An applicant requests a General Parking Waiver to allow the provision of more parking spaces than is allowed by this Part.
 4. The Administrative Official, Planning Commission, City Commission, or Board of Adjustment requests a Parking Study due to unusual circumstances on or near the site.
 5. EXCEPTION: A parking study shall not be required if a corridor or area specific parking study has been conducted that includes the development site in question. The corridor or area specific parking study shall be used to fulfill the parking study requirement of this code. A parking study shall not be required for parking waiver requests of 10% or less.
- B. A Parking Study submitted to satisfy the requirements of this Part shall include the following information based upon the reason the Parking Study is required. The Administrative Official or designee, may waive any of these required contents or require additional information depending upon the specifics of the application. The Parking Study shall be reviewed by, and must be acceptable to, the Administrative Official or designee.
 1. Joint Use Parking
 - a. A description of each site's use(s) including a detailed calculation of its required/allowed parking, a listing of peak hour(s) of parking demand for each use and/or site, and an inventory of existing spaces on each site; and
 - b. The results of at least three separate site surveys, conducted on different days, that depict the usage of the existing parking spaces hourly during the peak hours of usage and hourly four hours before and after that time. Site surveys are not needed for any portion of the period four hours before and after the peak hour in which the use is not in operation. One of the days surveyed should be the peak day or busiest day of operation, if one can be determined for the specific use(s); and
 - c. Any other information requested by the Administrative Official.
 - d. A map showing the location of on-street and off-street parking spaces used in the parking study. The map shall clearly delineate

the location and number of spaces used in the study.


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

This Ordinance shall become effective immediately upon enactment following second reading, and publication in accordance with the requirements of applicable Kentucky law.

DATE OF FIRST READING: October 11, 2022
MOTION BY: Commissioner Newby
SECONDED BY: Commissioner Arnold

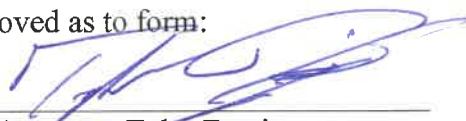
DATE OF SECOND READING: October 25, 2022
MOTION BY: Commissioner Arnold
SECONDED BY: Commissioner McDaniel

VOTE	YES	NO
Commissioner Arnold	x	
Commissioner Brewer	x	
Commissioner McDaniel	x	
Commissioner Newby	x	
Mayor Blythe	x	


Mayor Blythe

ATTEST:


City Clerk

Approved as to form:


City Attorney, Tyler Frazier

**ATTORNEY'S CERTIFICATION AS TO SUMMARY OF ORDINANCE FOR
PUBLICATION**

COMES NOW the undersigned Tyler Frazier, who does certify as follows:

1. That he is a licensed and practicing attorney in the Commonwealth of Kentucky.
2. That he has prepared, for purposes of publication in accordance with the requirements of Chapter 424 of the Kentucky Revised Statutes, the attached summary or summaries of Ordinance(s) duly enacted by the Board of Commissioners for the City of Richmond, Kentucky.

Dated this the 26 day of October, 2022.



Tyler Frazier

Ordinance: 22-41