

Sec. 1711-1. Parking

1711-1.1. General Provisions

A. Purpose

1. To regulate and ensure the provision of parking spaces and access drives are designed for motor vehicles, [pedestrians](#) and bicycles and to provide options for adjusting parking requirements and providing parking alternatives.
2. These parking standards help to ensure that parking needs of new land uses and development are met, while ensuring parking spaces and access drives are designed and located in a manner consistent with the desired character and development patterns of [pedestrian oriented](#) communities as outlined in Plan Cincinnati.

B. Applicability

1. New Construction

Any new building or site improvement must comply with the parking requirements of this LDC.

2. Maintenance and Repair

An existing building or site may be repaired, maintained or modernized without providing additional parking, provided there is no increase in gross floor area ([GFA](#)) or improved site area.

3. Additions

- a. When an existing building, use or site is increased in gross floor area or improved site area by up to 25% cumulatively, parking is required for the additional floor or site area only.
- b. When an existing building, use or site is increased in gross floor area or improved site area by more than 25% cumulatively, both the existing building, use or site and the additional floor or site area must conform to the parking requirements.

4. Change in Use

- a. A change in use based on the parking tables in [Sec. 1711-1.3](#) and Sec. 1711-1.4 must comply with the parking requirements unless the use has the same or a lesser parking demand than the previous use [which would be determined by the Zoning Administrator](#).
- b. Where the required number of parking spaces for a new use according to Sec. 1711-1.2.B or Sec. 1711-1.2.C is 125% or less of the parking spaces required for the existing use, no additional parking spaces are required.
- c. Where required parking spaces for the new use exceed 125% of the required parking spaces for the existing use, additional parking is only required for the difference between the current parking spaces required and the parking spaces required for the new use.

1711-1.2. Pedestrian Access

A. Purpose

1. [A pedestrian pathway is a safe, direct, and clearly delineated pathway that allows pedestrians to travel safely through or within parking lots and structures.](#)

B. Guidelines

1. [Any development that involves new construction of a principal building, the expansion of a principal building by 25% or 2,500 square feet or more, or significant renovation of an existing principal building, must provide a pedestrian pathway if there is off-street parking on site.](#)
2. [Pedestrian pathways shall be provided to connect the main entrance of a building to the parking lot, public sidewalk, transit stops and stations, and any other use on the site that allows for public access.](#)
3. [Pedestrian pathways must be provided where accessible parking spaces are not directly](#)

adjacent to the building entrance, in which a pedestrian pathway must be provided to create a clear path of travel.

C. Pedestrian Pathway Standards

1. [Each pedestrian pathway shall be at least 5 feet wide.](#)
2. [Where a pathway crosses a vehicular parking lot, the pathway shall be clearly marked with signage to alert motorists to yield to individuals using the pathway.](#)
3. [Pathways shall be ADA compliant, made of a hard, non-slip material such as concrete or asphalt. Permeable pavement is encouraged as long as it remains ADA compliant.](#)
4. [Pathways may be made of different materials from the parking lot surfacing and are encouraged to be painted different colors so that they stand out as a pedestrian safe area.](#)
5. [Pathways are encouraged that connect to abutting lots and uses.](#)

1711-1.3. Bicycle Parking

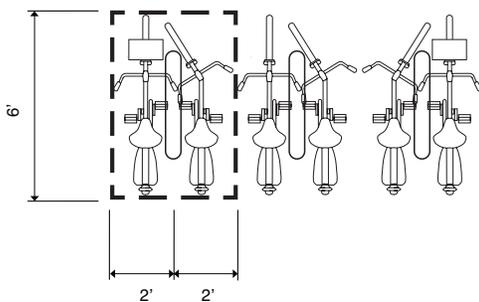
A. Calculation of Required Spaces

Use	Required Spaces (min)	Short-term/Long term
Residential		
Multi-family dwelling, live/work unit	0.5 per unit up to 2 bedrooms, plus 0.25 per additional bedroom	20%/80%
All other residential	None required	--
Commercial/Services		
All commercial/services	1 per 2,500 SF of GFA, 2 min	--
Industry, Manufacturing and Processing		
All industry, manufacturing and processing	1 per 7,500 SF of GFA, 2 min	--
Recreation, Education, Public		
All recreation, education, public	1 per 5,000 SF of GFA, 2 min	--
Agriculture		
All agriculture	None required	--
Transportation, Communications, Infrastructure		
Transportation, communications, infrastructure	None required	--

B. Location of Required Bike Parking

1. General Requirements

- a. [In no case is a single use required to provide more than 24 bicycle parking spaces.](#)
- b. [Bicycle parking spaces must be located on paved or pervious, dust-free surface with a slope no greater than 3%. Surfaces cannot be gravel, landscape stone, or wood chips.](#)
- c. [Bicycle parking spaces must be a minimum of 2 feet by 6 feet. There must be an access aisle a minimum of 5 feet in width.](#)
- d. [Each required bicycle parking space must be accessible without moving another bicycle and its placement must not result in a bicycle obstructing a required walkway.](#)
- e. [Up to 25% of bicycle parking may be structured parking, vertical parking or wall mount parking, provided there is a 5 foot access aisle for wall mount parking.](#)
- f. [All racks must accommodate cable locks and "U" locks and must permit the locking of the bicycle frame and one wheel to the rack and must support a bicycle in a stable position.](#)



- g. [Bicycle facilities may be placed within the public right-of-way, provided the encroachment is approved by the Department of Transportation and Engineering and the Zoning Administrator.](#)

2. Short-Term Bicycle Parking

[Required short-term bicycle parking spaces must be located in a convenient and visible area within 300 feet.](#)

3. Long-Term Bicycle Parking

- a. [Required long-term bicycle parking spaces must be located in enclosed and secured or supervised areas providing protection from theft, vandalism and weather and must be accessible to intended users.](#)
- b. [Required long-term bicycle parking for residential uses cannot be located within dwelling units or within deck, patio areas, or private storage areas accessory to dwelling units.](#)
- c. [With permission of the Director, long-term bicycle parking spaces for nonresidential uses may be located off-site within 300 feet.](#)
- d. [The off-site parking area is measured in walking distance from the nearest point of the remote parking area to the closest primary entrance of the use served.](#)

1711-1.4. Vehicle Parking

A. Calculation of Required Spaces

1. When a site or lot is used for a combination of uses, the parking requirements are the sum of the requirements for each use, and no parking space for one use can be included in the calculation of parking requirements for any other use, except as **allowed permitted** in Sec. 1711-1.4.D.
2. In determining the required number of parking spaces, fractional spaces are rounded to the nearest whole number, with one-half or more counted as an additional space.
3. Unless otherwise noted, the parking requirement is based on the gross floor area of the building devoted to the particular use specified.

4. Existing parking may not be reduced in amount or changed in size to less than required by this LDC.

B. Use Districts

1. [Parking Analysis Requirement](#)

- a. [Uses that require parking analysis \(as indicated below in 1711-1.4.2 Minimum Number of Parking Spaces\) are unique uses where the local context shall be considered before determining an off-street parking requirement.](#)
- b. [All Planned Developments require a Parking Analysis.](#)
- c. [The number of off-street parking spaces required for a specific site shall be established by the Director or Zoning Administrator.](#)
- d. [The Director or Zoning Administrator is encouraged to work with the applicant to reduce single-occupancy vehicle trips while promoting ridesharing, bicycling, and other non-vehicle modes of transportation in order to determine the required number of parking spaces.](#)
- e. [The following is required to justify the minimum and maximum parking spaces required for a site:](#)
 - i. [Parking study that analyzes the demand of the future use and nearby uses, current supply of on- and off-street parking spaces, proximity to transit, bicycle infrastructure, proximity to other parking facilities, amongst other factors;](#)
 - ii. [Institute of Traffic Engineers \(ITE\) recommendations;](#)
 - iii. [Research of same or comparable uses in both local and outside contexts; and/or](#)

- iv. [Any other relevant information deemed relevant by the Director or Zoning Administrator](#)

2. **Minimum Number of Parking Spaces**

Vehicle parking must be provided in accordance with the following. For Downtown parking requirements see Sec. 1703-7.

Use	Required Spaces (min)
Residential	
All household living	1 per unit
All group living, as listed below:	
Group residential	1 per 2 residents
Residential care facility	1 per 4 residents
All social service	1 per facility plus 1 per 8 beds
Commercial/Services	
Reduced Parking Requirements - Square Footage	
First 5,000 square feet of gross floor area of existing and new commercial/services that fall within the Commercial Mixed (CX) zoning district	Exempt - no spaces required.
First 3,500 square feet of gross floor area of existing and new commercial/services that fall within the Pedestrian Mixed (PX) and Neighborhood Mixed (NX) zoning districts	Exempt - no spaces required.
First 2,000 square feet of gross floor area of new commercial/services that fall within any other zoning district besides those mentioned above.	Exempt - no spaces required.
All retail commercial, except as listed below:	1 per 400 SF of GFA
Automatic teller machine	no spaces required
Car wash	no spaces required
Food preparation	1 per 750 SF of GFA
Fuel sales	no spaces required
Eating and drinking establishment - Commercial Mixed (CX) zoning district	1 per 150 SF of GFA <u>1 space per 4 persons based on 50% of maximum occupancy</u>
Eating and drinking establishment - all other zoning districts	1 per 150 SF of GFA <u>1 space per 4 persons based on 75% of maximum occupancy</u>
All services, except as listed below:	1 per 400 SF of GFA
Commercial meeting facility	1 per 50 SF of GFA
Funeral and interment services	1 per 100 SF used for assembly
Vehicle repair, vehicle repair , heavy	2 per service bay or 1 for every 400 SF of GFA, whichever is greater
All day care	2 per facility, plus 1 for every 8 clients
All lodging	1 per guest room
All recreational facility: indoor, except as listed below:	1 per 400 SF of GFA
Bingo parlors, fitness centers, gymnasiums	1 per 150 SF of GFA
Bowling center	2 per lane
Movie theater or other indoor theater	1 per 5 seats
All recreational facility: outdoor or large-scale	1 per 1,000 SF of GFA <u>Parking analysis required</u>
Sports stadiums and arenas	1 per 5 seats <u>Parking analysis required</u>

Use	Required Spaces (min)
Industry, Manufacturing and Processing	
All production, except as listed below:	1 per 1,000 SF of GFA Parking analysis required
Research and development	1 per 750 SF of GFA Parking analysis required
All storage and warehouse, except as listed below:	1 per 1,000 SF of GFA Parking analysis required
Storage, personal storage/mini-warehouse	4 spaces Parking analysis required
Warehouse and storage, contractor storage	1 per 1,000 SF of outdoor use area Parking analysis required
All waste-related	1 per 1,000 SF of GFA Parking analysis required
Recreation, Education, Public	
All medical/health, except as listed below:	1 per 400 SF of GFA
Hospital	1 per bed Parking analysis required
All education, as listed below:	
College, public or private	1 per 3 auditorium seats, plus 1 per 5 classrooms seats Parking analysis required
School, public or private (K-8)	1 per 30 classroom seats Parking analysis required
School, public or private (9-12)	1 per 10 classroom seats Parking analysis required
All government, except as listed below:	1 per 400 SF of GFA
Government facilities and installations	1 per 1,000 SF of GFA
Public maintenance facility	1 per 1,000 SF of GFA
Public safety facility	1 per 30 SF of principal assembly area
All civic, as listed below:	
Cultural institution	1 per 500 SF of GFA or 1 per 8 seats, whichever is greater
Meeting facility	1 per 150 SF of GFA
Park, open space, playground	1 per 100 SF of indoor area Parking analysis required
Religious assembly	1 per 30 SF of principal assembly area Parking analysis required
Agriculture	
Community garden	1 per site None required
Farming	1 per site None required

Use	Required Spaces (min)
Mining and quarrying	1 per 1,000 SF of GFA Parking analysis required
Transportation, Communications, Infrastructure	
All parking/transportation, except as listed below:	1 per 2,000 SF of GFA
Airport	1 per 250 sf of terminal building Parking analysis required
Heliport	no spaces required
Railroad right-of-way, railroad train yard	no spaces required
Automobile holding facility	no spaces required
All communications, except as listed below:	no spaces required
Communications facility	1 per 600 SF of GFA plus 1 per 3 auditorium seats
All utilities	1 per 1,000 SF of GFA
All watercraft, except as listed below:	1 per 1,000 SF of GFA
Watercraft and riverfront facility, marina	1 per 2 berths
Watercraft and riverfront facility, marine sales and service	1 per 400 SF of GFA

3. Parking Reductions

Parking Reductions are cumulative (i.e. 50% + 25% = 75%) and reward those developments that take environmental, pedestrian, and transit into greater consideration. If the reductions exceed 100%, then no spaces shall be required.

a. Parking Overlay Districts

~~City Council may establish~~ If a ~~Urban~~ Parking Overlay District is created within which the provisions of Section 1711-1.1 some or all of the minimum parking requirements do not apply. ~~An Urban~~ Parking Overlay District is created in order to encourage a greater focus on the pedestrian-oriented environment of a neighborhood. Refer to ~~Section XXX~~ Urban Design Overlays to determine if the property(s) fall within a Parking Overlay District and the subsequent standards within that district.

b. Proximity to Bus Transit

A ~~40%~~ 20% reduction in the number of required parking spaces is ~~allowed~~ permitted for uses with a main entrance within a (walking) distance of 1/4 mile (1,320 feet) of an operating transit stop, with service from 6 AM to 8 PM where service intervals are no longer than 15 minutes during peak commute hours.

c. Proximity to Streetcar

A 50% reduction in the number of required parking spaces is ~~allowed~~ permitted for uses with a main entrance within a (walking) distance of 600 feet of an operating streetcar stop.

d. Proximity to Public Parking Facilities

A 50% reduction in the number of required parking spaces is ~~allowed~~ permitted for uses within ~~600~~ 1/4 mile (1,320 feet) of a public parking facility by street grid, either publicly or privately owned and operated and the facility could provide 50% or more of the parking spaces required for the use. A

parking analysis is required for determining if the facility could provide enough spaces. The final determination is made by the Zoning Administrator.

e. Private Car Sharing Program

- i. A reduction in the number of required parking spaces for residential units is ~~allowed~~ permitted where an active on-site car-sharing program is made available for the exclusive use of residents.
- ii. The parking requirements for all dwelling units may be reduced by 5 spaces for each car-share vehicle provided. If required, visitor spaces cannot be substituted.
- iii. For all other uses, one car share vehicle space provided on site may be substituted for 5 required spaces on site.
- iv. For all other uses, one car share vehicle space provided off site may be substituted for two required spaces on site.

f. Historic

If the building that the use is located in was constructed prior to 1963, then a 20% reduction in the number of required parking spaces is permitted.

g. Bike Sharing Program

A 10% reduction in the number of required parking spaces is permitted for uses within 1/4 mile (1320 feet) of a bike share station (i.e. Red Bike).

h. Parking Environmental Point System

If an applicant utilizes the Parking Environmental Point System (Section 1711-1.9), they may take a reduction based on the cumulative point system up to a 20% reduction.

C. Form Districts

1. Minimum Number of Parking Spaces

Vehicle parking must be provided in accordance with the following:

Use	Required Spaces (min)
Industrial	
General industrial, except	1 per 1,000 SF of GFA
Warehousing	1 per 2,000 SF of GFA
Wholesale business	1 per 2,000 SF of GFA
Residential	
Group residential: residential care	1 per 3 beds/residents
For other residential uses see Sec. 1703-2 (Specific to Transect Zones)	
Retail	
See Sec. 1703-2 (Specific to Transect Zones)	
Recreation, Education, Public Assembly	
Colleges and universities	1 per 5 seats plus 1 per 3 auditorium seats
Community/public safety facility	1 per 300 SF of GFA
School, public or private	
Grades K-8	1 per 30 classroom seats
Grades 9-12 or trade	1 per 10 classroom seats
Theaters	1 per 5 seats
Other assembly uses	
With fixed seats	1 per 5 seats
Without fixed seats	1 per 300 SF of principal assembly area
Services	
See Sec. 1703-2 (Specific to Transect Zones)	

2. Maximum Number of Parking Spaces

The maximum number of on-site vehicle parking spaces shall be as follows:

- a. For buildings with a footprint less than or equal to 60,000 square feet of gross floor area, 140% of the required minimum number of parking spaces; and
- b. For buildings with a footprint greater than 60,000 square feet of gross floor area, 125% of the required minimum number of parking spaces.

- c. When calculating the maximum number of parking spaces, numbers shall be rounded down to the closest whole number.

D. Shared Parking

1. An applicant may request shared parking to meet the minimum vehicle parking requirements for mixed use projects or for multiple uses that are located near one another and which have different peak parking demands or operating hours.
2. If the Director [or Zoning Administrator](#) determines one of the following circumstances has been established, the Director may grant a reduction in the parking standards set forth in Sec. 1711-1.4.B or Sec. 1711-1.4.C.
 - a. Where uses seek to share parking with different peak hour demands and are in the same or adjoining development, the owner of the parking spaces shall submit ~~to~~ [the Director](#) an analysis and substantiated projections of peak parking demand for the entire development to justify the shared use of parking spaces for separate uses;
 - b. Where the special nature of a certain development (e.g., special types of housing projects inhabited by persons with low or no automobile ownership) does not require the amount of parking required; or
 - c. Where fewer parking spaces are needed due to access to transit, special designs and traffic mitigation measures incorporated in the parking lot design and circulation plan.
3. The Director [or Zoning Administrator](#) shall consider all of the following in determining whether a reduction is warranted:
 - a. The likelihood that the reduced number of parking spaces can satisfy demand;
 - b. The amount of time during the year when the number of spaces provided may be insufficient and the amount of resulting parking overflow;
 - c. The impact of periodic overflows upon the public thoroughfares and other parking facilities;

- d. The nature of surrounding land uses, character of the surrounding road system, and nearby circulation pattern;
- e. The amount of on-street parking available within one-quarter of a mile of the development; and
- f. Any additional reduction in on-site parking demand by implementing transportation demand management strategies proposed by the applicant; and in all cases, the owner of the lot shall have the burden to demonstrate that a reduction in parking standards is warranted.

E. Reserved Parking

Parking spaces may be reserved for a specific tenant or unit, provided that the following standards are not exceeded.

1. Residential

- a. One space per efficiency or one-bedroom multifamily or loft dwelling unit.
- b. Two spaces per two-bedroom or greater multifamily or loft dwelling unit.

2. Nonresidential

No more than one-third of the total provided spaces may be reserved.

1711-1.5. Location of Vehicle Parking

Required vehicle parking spaces must be located on the same lot they are intended to serve, except as provided below.

A. On-Street Parking

1. Where on-street parking spaces exist in the public right-of-way, one on-street parking space may be substituted for every required on-site parking space, provided the on-street space immediately abuts the subject property.
2. Each on-street parking space may only be counted for one property. Where a space straddles an extension of a property line, the space may only be counted by the owner whose property abuts 50% or more of the on-street parking space.
3. The Director [or Zoning Administrator](#) may determine that to ensure future roadway capacity, the on-street parking credit may not be available.

B. Remote Parking

1. All required vehicle and motorcycle parking spaces, except required accessible spaces, may be located off-site, provided the remote parking spaces are located within 1/4 mile (1320 feet) of the primary entrance of the use served and are located within the same or more intense zoning district as the principal use served.
2. The distance referred to above is measured by the most direct route of travel on the ground and is measured in the following manner:
 - a. From the front door of the principal structure on the applicant's property;
 - b. In a straight line to the nearest public sidewalk;
 - c. Along a public sidewalk or walkway by the nearest route; and
 - d. To the edge of the remote parking area.
3. Remote parking is not ~~allowed~~ permitted in a Single-Family District.

4. [Required ADA accessible parking shall be provided as close to the primary entrance as possible.](#)
5. A written instrument must be recorded in title to both the lot containing the principal structure or principal use and the remote parking lot as follows:
 - a. If the lot containing the principal structure or principal use and the remote parking lot are owned by the same owner, then a covenant must be recorded; or
 - b. If the lot containing the principal structure or principal use and the remote parking lot are owned by different owners, then a reciprocal easement must be recorded.
6. In order to satisfy the paragraph B.4 above, any such written instrument must:
 - a. Be acceptable to the City Solicitor in substance and form;
 - b. State clearly on its face that it is irrevocable without the prior written consent of the Director;
 - c. State that the remote parking lot must be used and maintained exclusively for parking to serve the principal structure or principal use so long as the principal structure or principal use requiring such parking remains in existence and has not been abandoned, under the definition contained in Section 1447-07; and
 - d. State that the remote parking lot must in no way be deemed to be a nonconforming use or be permitted to continue to be used for parking if the parking is no longer needed to serve the principal structure or principal use.

1711-1.6. Parking Lot Design and Layout

A. Access

The following standards are applicable to on-site parking lot access design and include parking for single-family residences unless.

1. Each required parking space must open directly onto an aisle ~~or driveway~~ as specified in Sec 1711-1.4.I. All parking facilities must be designed with an appropriate means of vehicular access to a thoroughfare or to an alley to cause the least interference with traffic flow.
2. [When a parking lot abuts an alley in CX, NX, or PX zoning districts, it must be provided from the alley instead of creating curb cuts that disrupt pedestrian connectivity.](#)
3. Parking spaces in any parking lot or parking structure cannot be designed or located so as to permit a vehicle to enter or exit a parking space directly from a public thoroughfare. Ingress to and egress from parking spaces must be from an on-site aisle or driveway, except parking spaces within lots of up to 8 spaces may be designed or located so as to permit a vehicle to enter or exit a parking space directly from a public alley ~~or rear lane~~.

B. Driveways

1. Access to driveways.
 - a. Developments of two or fewer dwelling units. Access to and from driveways onto public thoroughfares must be where practicable by forward motion of the vehicle.
 - b. All other developments. Access to and from driveways onto public thoroughfares shall be by forward motion of the vehicle.
2. Driveways shall extend and include the area between the lot line and the edge of the street pavement.
3. The design and construction of all access drives shall meet the requirements of the Director

of the Department of Transportation and Engineering.

C. Identified as to Purpose and Location

On-site parking areas of 4 or more spaces and on-site loading areas shall include painted lines, wheel stops, curbing or other methods of identifying individual parking spaces and loading areas, while distinguishing such spaces from aisle and other circulation features.

D. Materials

1. General Standards

The following table identifies the pavement materials allowed for use within any off-street parking area:

Paving Material Options	Vehicular Use Area	Vehicular Use Overflow Area	Non-Vehicular Use Area
Asphalt (conventional or previous)	Permitted	Permitted	Not Permitted
Concrete (conventional or pervious)	Permitted	Permitted	Permitted
Paver Blocks	Not Permitted	Permitted	Permitted
Grassed Cellular, Plastic or Concrete	Not Permitted	Permitted	Permitted
Crushed Stone or Gravel	Not Permitted	Permitted	Permitted

2. Specific Standards

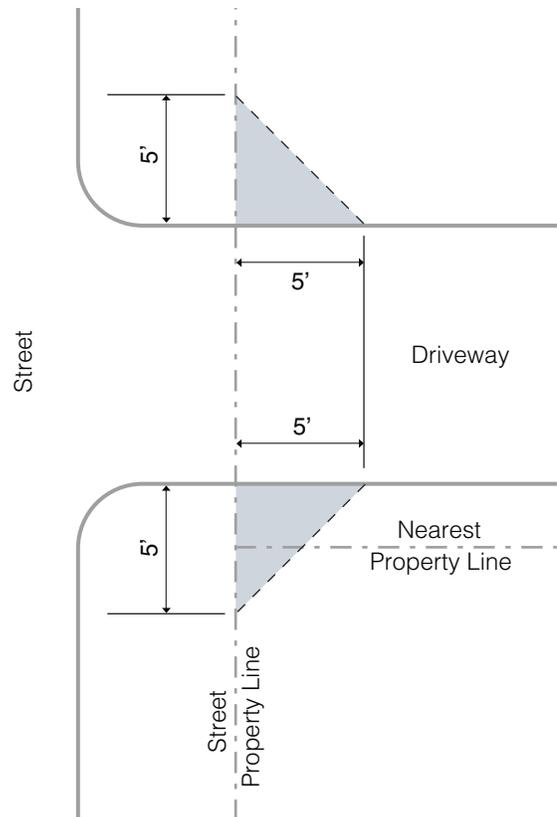
- a. Pavement materials that allow infiltration of stormwater are not allowed for use in parking areas of any Districts or for any uses that have the potential to release significant contaminants into the groundwater (such as convenience stores with gas sales and all vehicle service).
- b. Grassed cellular plastic, crushed stone or gravel may only be used for overflow parking areas.

E. Accessible Parking

All parking facilities that require accessible parking spaces shall ensure that a portion of the total number of required parking spaces shall be specifically designated, located, and reserved for use by persons with physical disabilities, in accordance with the standards in the Federal Americans with Disabilities Act (ADA).

F. Driveway Visibility

Visibility from a driveway may not be blocked between a height of 3 feet and 7 feet for a depth of 5 feet from the street property line and 6 feet from the edge of the driveway or at the nearest property line intersecting the street property line, whichever is less.



G. Drainage, Grade and Maintenance

1. Maximum Slope

The maximum slope of any required maneuvering aisle, parking space or loading space is 10% and the maximum slope of any required driveway is 15%.

2. Drainage

All paved parking areas, access drives and loading spaces must have satisfactory disposal of surface waters by grading and drainage subject to approval by the Metropolitan Sewer District.

3. Maintenance

Parking areas, maneuvering aisles and loading spaces must be maintained in good condition, free from broken asphalt, concrete, potholes and weeds and in a state of equivalent quality to that which was approved or required by the City.

H. Dimensional Standards for Parking Spaces and Drive Aisles

1. General

Standard car parking spaces and parking lot aisles shall comply with the minimum dimension standards established below.

2. Dimensional Adjustments

Parking structures may be subject to dimensional adjustments based on utilization, but in no case shall the standard parking space width be less than 8 feet. Reduction in design standards shall be subject to approval by the Director or City Engineer.

3. Vertical Clearance

All parking spaces shall have a minimum overhead clearance of 6 foot, 8 inches.

4. Reduction for Sidewalk and Planter Overhangs

When a parking space abuts a sidewalk or planter; the front 2 feet of the required parking space length may overhang the planter or

sidewalk provided that wheel stops or curbing are provided and the remaining area outside of the overhang meets the minimum width requirements of the sidewalk or planter.

5. Spaces Near Obstructions

When the side of a parking space abuts a wall or other structure that is taller than 6 inches, the width of the parking space shall be increased by 2 foot, 6 inches.

I. Location on the Lot

Location of required on-site parking is regulated by location in a Use District (see Chapter 1703) and by setbacks in a Form District (see Chapter 1705) and the following:

1. Parking lots with 20 or Fewer Spaces

All on-site parking areas shall be separated at least 5 feet from buildings in order to provide a sidewalk between the building and parking area.

2. Parking Lots with more than 20 Spaces

All on-site parking areas shall be separated at least 10 feet from buildings in order to make room for a sidewalk, landscaping, and other planting between the building and the parking area.

3. Exemption

This separation may be eliminated to the rear of buildings in areas designed for unloading and loading of materials.

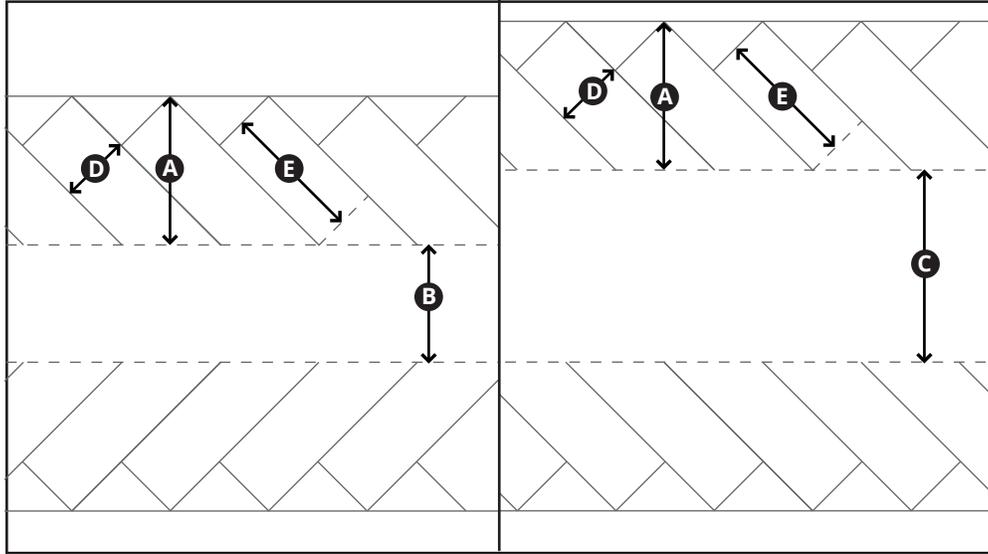
J. Tandem Parking

1. Tandem parking is ~~allowed~~ permitted for residential uses.

2. Both parking spaces in tandem must be assigned to the same dwelling unit.

3. Neither of the tandem parking spaces shall be for required accessible parking spaces.

4. Tandem parking may not be used to provide guest parking.



Minimum Dimensional Requirements

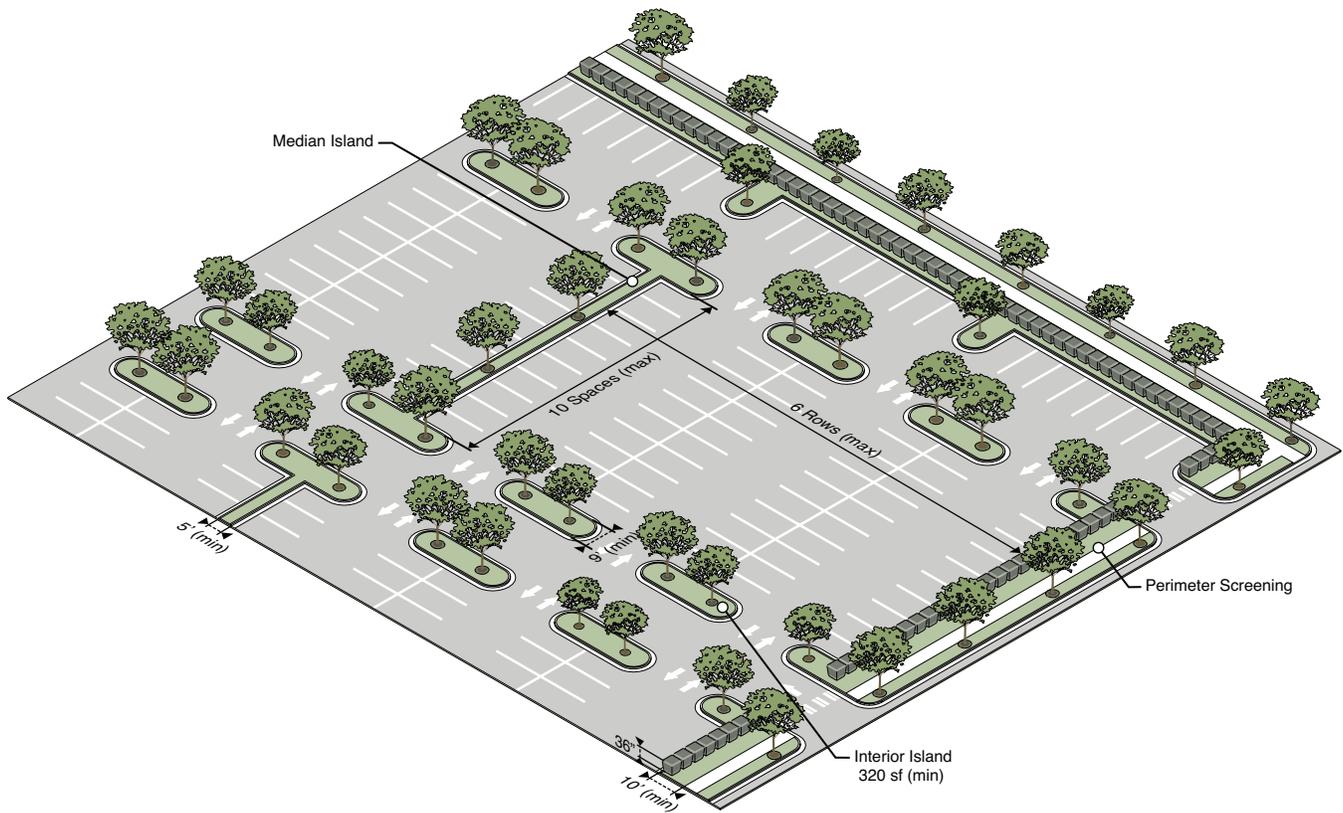
Angle	Parking Row Depth	Drive Aisle Width		Space Width	Space Length
		One-Way	Two-Way		
	A	B	C	D	E
Parallel	8'	12'	20'	8' ¹	20'
30°	17'	11'	24'	9'	20'
45°	20'	13'	24'	9'	20'
60°	21'	18'	24'	9'	18'
Perpendicular	18'	24'	24'	8'	18'
Tandem	36'	24'	24'	8'	36'

¹ Width of on-street parallel parking shall be determined by standards set forth in Sec. [1703-7-1705-6](#). Specific to Thoroughfares.

1711-1.7. Parking Lot Landscaping

A. Applicability

Parking lot landscaping is required on all on-site surface parking lots with more than 20 spaces created after the effective date of this LDC. Multiple platted lots contained on a single site plan and any separate parking areas connected with drive aisles are considered a single parking area. [Existing surface parking lots that are expanded by 20 or more spaces shall be required to meet the standards of this section only with respect to the expanded portion of the lot.](#)



B. Perimeter Screening

[Perimeter screening must be located between all surface parking lots and drive aisles \(of any size\) that front any portion of a street right of way \(not including alleys\).](#)

Dimensions	
Width (min)	8'
Swale Depth (min/max)	6"/18"
Swale Slope (max)	3:1
Planting Standards	
Shrubs and Grasses	Continuous rows of shrubs between street and parking lot

Soils and Drainage

Planting Medium	Amended Soil
Stone, Mulch or Groundcover Required	Yes
Sub-Structure	Gravel
Overflow Protection	Underdrain or other approved overflow device required

Paving and Curbing

Paving Options	Pervious Asphalt or Pervious Concrete
Curbing Types	Wheelstops or curbs with gaps
Curb Notch width	18"

Subsurface Storage

Pervious Pavement with Vault or Cistern System	Recommended
Pervious Pavement with Aggregate	Recommended

Screening

Shrub/Grass height when planted	18" (min.)
Shrub/Grass height at Maturity	3' (min.) height within 3 years
Brick or Stone Screening Wall (height)	3' high masonry wall may reduce 8' landscaped width to 6'

C. Interior Islands

[An interior island must be located every 10 parking spaces and must be located at the terminal ends of each median islands. Intervals may be expanded in order to preserve existing trees where approved by the Director of Planning and Buildings. The general standards for the interior island are shown below.](#)

Dimensions

Area (min)	320 sq.ft
Width (min)	8'
Swale Depth (min/max)	6"/18"
Swale Slope (max)	3:1

Planting Standards

Canopy or Ornamental Trees (min)	1 Canopy or 2 Ornamental
Caliper (min)	
Shrubs/Grasses (min)	

Soil and Drainage

Planting Medium	Amended Soil
Stone, Mulch or Groundcover Required	Yes
Sub-Structure	Gravel
Overflow Protection	Underdrain or other approved overflow device required

**Height as measured from parking lot

Paving and Curbing	
Paving Options	Pervious Asphalt or Pervious Concrete
Curbing Types	Wheelstops or curbs with gaps
Curb Notch width	18"
Subsurface Storage	
Pervious Pavement with Vault or Cistern System	Recommended
Pervious Pavement with Aggregate	Recommended
**Height as measured from parking lot	

D. Median Islands

[A median island must be located between every four single parking rows. The general standards for the median island are shown below.](#)

Dimensions	
Length (min)	10'
Width (min)	6'
Swale Depth (min/max)	6"/18"
Swale Slope (max)	3:1
Planting Standards	
Canopy or Ornamental Trees (min)	1 Canopy Tree for Every 10 vehicle spaces
Shrubs/Grasses (min)	
Soil and Drainage	
Planting Medium	Amended Soil
Stone, Mulch or Groundcover Required	Yes
Sub-Structure	Gravel
Overflow Protection	Underdrain or other approved overflow device required
Paving and Curbing	
Paving Options	Pervious Asphalt or Pervious Concrete
Curbing Types	Wheelstops or curbs with gaps
Curb Notch width	18"
Subsurface Storage	
Pervious Pavement with Vault or Cistern System	Recommended
Pervious Pavement with Aggregate	Recommended

E. Sidewalks within Median Islands

[A sidewalk located within landscaped median islands shall be counted towards a part of the required median island landscaping. The intent of this sidewalk is to provide safe pedestrian movement. The sidewalk must meet the following criteria to be counted toward the required landscaping:](#)

Dimensions	
Length (min)	Runs the entire length of the median
Width of walking path(min)	4'
Space for vehicle overhangs (min)	2'
Landscaping	At least one side of the sidewalk and not less than 50% of the sidewalk area

1. [Equivalent Alternatives](#)

- a. [The Director may approve equivalent alternative parking area designs.](#)
- b. [An alternate parking area design may be deemed equivalent if the landscaping provided approximates the quantity and quality of the landscaping that would be required under this Section.](#)

F. Tree Coverage

1. Each interior island must include at least 2 shade trees.
2. In no case can there be less than 1 tree for every 3,000 square feet of parking area, including driveways and drive aisles.

G. Landscaping Standards

1. All landscaping must use non-invasive plant species that are native to this area. A detailed plant list shall be included with all plans.
2. Use of invasive plants and noxious weeds for new landscaping is prohibited. Invasive plants are listed in the Ohio Department of Natural Resources (ODNR) lists: <http://ohiodnr.gov/invasive-plants>

H. Parking Lot Slope/Grade

1. Parking lot grades should be limited to a minimum grade of 1 percent slope and a maximum grade of 6 percent slope to ensure proper drainage.

1711-1.8. Other Parking Standards

A. Larger Vehicle Parking

1. Trucks, tractors or tractor-trailers having a capacity of more than a one-and-one-half-ton load, front- and rear-end loaders, or any commercial, industrial, agricultural or transportation vehicles or equipment shall not be parked or stored within any Single-Family or Multi-family district, or T3 or T4 zone for purposes other than short-term unloading, loading or delivery services, or temporary construction within the zone.
2. Automobiles, small trucks, vans, vehicle trailers permitted in conjunction with an approved home occupation (one per home occupation), and recreational vehicles, utilized for personal or business use, are excluded from the above requirements.

B. Storage of Unregistered or Inoperable Motor Vehicles

Automotive vehicles, trailers, or vehicles of any kind or type, requiring licenses, but without current plates or inoperable, shall not be parked in a transect zone unless parked within a completely enclosed building.

C. Cargo or Freight Containers

Portable cargo or freight storage containers for purposes of loading or unloading, may be parked or stored for a period not to exceed 10 days.

D. Commercial Auto Repairs

Commercial repairs or restoration of vehicles shall only be conducted in the appropriate transect zones.

E. Non-Commercial Auto Repairs

Unlicensed vehicle restoration is permitted within an ~~allowed~~ **permitted** on-site parking area, provided the vehicles undergoing restoration or used for parts shall either be covered by a commercially manufactured opaque automobile cover in serviceable condition or stored in an enclosed building.

1. Not more than one vehicle per premises for either renovation or parts may be screened by use of a cover that shall be securely fastened to the vehicle.
2. Vehicles other than the screened vehicle shall be parked in an enclosed building.

F. Sight Triangle

No parking or loading area may interfere with the sight triangle requirements.

1711-1.9. Parking Environmental Point System

A. Purpose

The purpose of this section is to incentivize parking lots and facilities to be more environmentally -conscious, to mitigate the negative effects of parking, to contribute to growing the tree canopy in

the City, to encourage more aesthetically-pleasing designs, and to promote innovative techniques in parking above and beyond what is required.

B. Guidelines

Each item in Section 1711-1.9.C below is assigned a point value and that point value equals a percent reduction from the required number of spaces as determined by the minimum requirements in Section 1711-1.4.

Example: A total of 5 points would yield a 5% reduction of required spaces

This percentage can be in addition to other reductions permitted in Section 1711-1.4

C. Point System

- a. Providing 25% more shade trees than is required by the Land Development Code. (5 points)
- b. Installing solar canopies over at least 25% of the total parking area (5 points)
- c. Installing Electric Vehicle charging stations on site (5 points for every 2 charging stations)
- d. Installing vegetative screenings on parking structures as a decorative element (5 points)
- e. Preserving at least 3 trees with a diameter of 12 inches or more onsite (10 points)
- f. Installing a green vegetated roof on the principal structure associated with a parking area (10 points)
- g. Installing a bioretention system and/or landscaping that is designed to absorb stormwater runoff (10 points)
- h. Providing any other consideration of low impact stormwater management that is not listed above (5 points)

1711-1.10. Stacking

A. Applicability

Adequate stacking space must be made available on-site for any use having a drive-thru, drive up service, control gate or areas having drop-off and pick-up.

1. Eating or Drinking Establishment

An eating or drinking establishment with a drive-thru must provide a minimum of 6 spaces before the order board, with another 4 spaces provided between the order board and the transaction window.

2. Bank or Automatic Teller Machine

A bank with a drive-thru or automatic teller machine with drive-thru must provide a minimum of 3 spaces measured from the teller box or machine.

3. Pharmacy

A pharmacy with a drive-thru must provide a minimum of 3 spaces measured from the order box.

4. Dry Cleaner

A dry cleaner with a drive-thru must provide a minimum of 3 spaces measured from the pick up door.

5. Car Wash

A car wash must provide a minimum of 2 spaces in advance of a self-service bay and 6 space in advance of an automatic service bay.

6. Control Gate

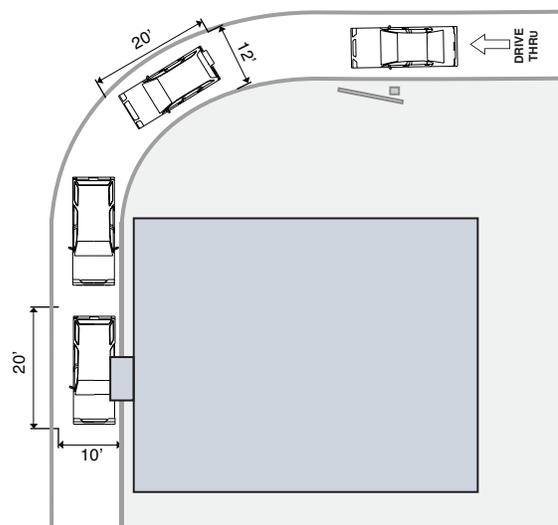
If a control gate is used to restrict entry for vehicles, a minimum of 1 space must be provided.

7. All Other Uses

All other uses will be determined by the Director.

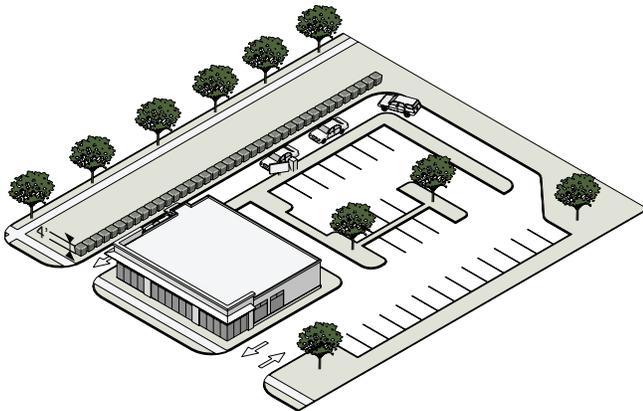
B. Dimensions

1. The number of required stacking spaces includes the space at the window or communication/mechanical device (e.g., order board, pick up window).
2. If a drive-thru has multiple order boxes, teller boxes or pick up windows, the number of required stacking spaces may be split between each order box, teller box or pick up window.
3. Each stacking space must be a minimum of 20 feet in length and 10 feet in width along straight portions. Stacking spaces and stacking lanes must be a minimum of 12 feet in width along curved segments.
4. Vehicles may not encroach on or interfere with the public use of streets and sidewalks by vehicles, bicycles or pedestrians.
5. Drive-thru lanes must be separated by striping or curbing from other parking areas. Individual lanes must be striped, marked or otherwise distinctly delineated.
6. Drive thru establishments must provide a bypass lane. This does not apply to drive thru establishments that are designed as a drive thru facility only with no customer parking. The bypass lane(s) shall be a minimum of 10 feet in width along straight segments and 12 feet in width along curved segments.



C. Screening

1. Where drive-thru windows and lanes are placed between a public street, not including an alley, or ground floor residential use and the associated building, the entire length of the drive-thru lane, including but not limited to menu boards, stacking lanes, trash receptacles, ordering box, drive up windows, and other objects associated with the drive-thru must be screened.
2. Screening must be a continuous compact evergreen hedge. At the time of installation, the screening must be at least 3 feet in height and reach a height of 4 feet within 3 years of planting.
3. In lieu of the compact evergreen hedge, a screening wall with a minimum height of 4 feet may be installed. The wall must be compatible with the principal building in terms of texture, quality, material and color.



1711-1.11. Vehicle Loading

1. General Provisions

- a. Loading and unloading activities may not encroach on or interfere with the use of sidewalks, drive aisles, queuing areas and parking areas by vehicles or pedestrians.
- b. With the exception of areas specifically designated by the City, loading and unloading activities are not permitted in the public right-of-way.
- c. If determined necessary by the Director, adequate space must be made available on-site for the unloading and loading of goods, materials, items or stock for delivery and shipping.

2. Location

If a loading area is required or provided, it must meet the following.

- a. The loading area must be located on the same lot occupied by the use served and must be accessible from a public street or alley.
- b. The loading area must be located to the side or rear of buildings. Loading areas may not be placed between the street and the associated building.
- c. Unless in **CG**, **IH**, **RF-C**, **RF-M** and **DD-**, the loading area cannot be used between 10 PM and 7 AM on weekdays and between 11 PM and 7 AM on weekends.
- d. A loading area is not permitted within 100 feet of **a** residential district.