

Article 7

Parking & Circulation Standards



Article Seven: Parking & Circulation Standards Page

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Intent:

The intent of this Chapter is to prevent congestion in the public streets by requiring all uses to provide adequate off-street parking, stacking and loading spaces; to determine minimum parking space requirements for individual uses; and to accommodate a variety of means of personal transportation.

7.1 General Parking Standards

General Parking Standards

Part 1:

These General Parking Standards apply to all zoning districts.

A. Parking Spaces Required: Off-street parking shall be provided for all properties consistent with the requirements of the Parking Space Standards Tables (see page 7-4).

1. **Downtown and Downtown Support Exemptions:** All properties located in the CD, Commercial Downtown and CDS, Commercial Downtown Support zoning districts shall be fully or partially exempt from the requirement that off-street parking spaces be provided as described below. However, all design, construction, and other requirements established by this Article shall apply to any parking areas that are established.
 - a. All properties located in the CD, Downtown Commercial zoning district shall be fully exempt.
 - b. All properties located in the CDS, Downtown Commercial Support zoning district may provide only 50% of the parking spaces otherwise required by this Ordinance if the use of the property is not auto-oriented, the use of the property does not include any drive-up window or facility, and the primary structure establishes a primary pedestrian entrance and zero (0) foot build-to-line on at least 1 public street frontage.
2. **On-premise Requirements:** All required parking spaces shall be located on the same property with the use(s) for which they are required, with the following exceptions:
 - a. **On Street and Public Parking:** Uses in all commercial, public / semi-public, and industrial zoning districts may count 20% of any public spaces within 300 feet of the property on which the use is located toward meeting the minimum number of required parking spaces. Public spaces include those both (i) located on streets upon which the subject property has frontage and (ii) located in public parking lots.
 - b. **Off-site and Shared Parking:** Off-site and/or shared parking may be established consistent with Section 7.1(Part 2) (A) of this Ordinance.

AGRICULTURAL	(A)
SINGLE-FAMILY RESIDENTIAL	(S)
MULTI-FAMILY RESIDENTIAL	(M)
COMMERCIAL	(C)
PUBLIC / SEMI-PUBLIC	(P)
INDUSTRIAL	(I)

7.1 General Parking Standards (cont.)

General Parking Standards

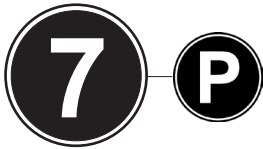


Residential Parking Space Standards (Table 7.1)

For this use..	...the following minimum number of parking spaces is required..	...for every:
Bed and Breakfast Facility	2	facility (to serve the resident family), plus
	1	guest room
Single and Two-family Residential	2	dwelling unit
Multi-family Residential and Manufactured Home Parks	1.5	dwelling unit, plus
	1	non-resident employee in multi-family developments and manufactured home parks, plus
	1	6 persons of seating capacity in any accessory community center, meeting hall, or similar facility.
Nursing Homes, Assisted Living Facilities and other Similar Uses	1	dwelling unit, 3 beds, or 2 patient rooms, whichever is less, plus
	1	employee

Non-residential Parking Space Standards (Table 7.2) (page 1 of 3)

For this use..	...the following minimum number of parking spaces is required..	...for every:
Agricultural Retail / Service Uses	1	1,500 square feet of UFA
Airport	1	3 aircraft spaces within a hanger, plus
	1	5 aircraft tiedowns
Animal Shelter / Kennel	1	12 cages, plus
	1	employee
Assembly Uses (indoor/outdoor) / Private Clubs / Worship Facilities	1	3 persons by seating capacity in the largest assembly area
Athletic Complex	12	athletic field, plus
	1	1,000 sq. ft. of indoor or outdoor play area
Auto-oriented uses (not including vehicles sales and service - see separate listing):		
Up to 25,000 sq. ft. UFA	1	250 sq. ft. of UFA
25,000 sq. ft. UFA or greater	1	500 sq. ft. of UFA
Campground / RV Park	1	camp site
Correctional Facility	1	employee, plus
	1	20 potential inmates



7.1 General Parking Standards (cont.)

General Parking Standards

Non-residential Parking Space Standards (Table 7.2) (page 2 of 3)

For this use..	...the following minimum number of parking spaces is required..	...for every:
Data processing / Call Center	1	200 sq. ft. of GFA
Daycare Center (adult or child)	1	4 clients, based on licensed capacity, plus
	1	employee
Fairgrounds	1	300 sq. ft. UFA within enclosed structures
Farm (confined feeding I and II)	1	
Farmer's Market	5	
Funeral Home / Cemetery	1	50 sq. ft. of UFA of service parlors, chapels and reception area, plus
	1	funeral vehicle stored on the premises
Golf Course		
9 hole course	6	course hole
18 to 36 hole course	5	course hole
More than 36 hole course	4	course hole
Driving range	3	3 driving tees
Government Facility / Library / Museum	1	300 sq. ft. UFA, plus
	1	vehicle stored on-site, plus
	1	per employee
Greenhouse / Plant Nursery	1	
Hotel / Motel	1	per guest room, plus
	1	100 sq. ft. UFA of lounge, restaurant, conference or banquet rooms or exhibit space
Industrial Use	1	employee
Institutional Facility / Residential Treatment Center	1	10 clients, based on licensed capacity, plus
	1	employee
Livestock Auction / Sales Facility	1	3 persons by capacity in the largest assembly area
Hospital / Clinic	2	exam or outpatient / inpatient bed, procedure / operating room, plus
	1	laboratory or recovery room, plus
	1	2 rooms (for employee parking)

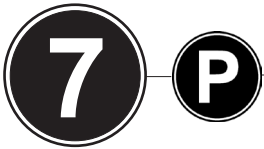
7.1 General Parking Standards (cont.)

General Parking Standards



Non-residential Parking Space Standards (Table 7.2) (page 3 of 3)

For this use..	...the following minimum number of parking spaces is required..	...for every:
Mini-warehouse Self-storage Facility	6	facility
Office Use	3	1,000 sq. ft. of GFA
Park / Playgrounds	12	athletic field, plus
	1	1,000 sq. ft. of activity area
Personal Service Use	2	station, chair or activity area; or
	1	300 sq. ft. of UFA (whichever is greater)
Restaurant	1	4 seats
Retail Use (not otherwise listed)	1	250 sq. ft. of UFA
Schools (up to grade 8)	1	classroom, plus
	1	3 persons by seating capacity in the largest assembly area
Schools (grades 9-12), College, or Trade	1	3 persons by seating capacity in the largest assembly area, or
	12	classroom, if no assembly area is present
Truck Terminals / Sales and Service	1	800 sq. ft. of UFA, plus
	1.5	loading dock/service bay
Truck Stop / Travel Center	1	200 sq. ft. of GFA
Vehicle / Equipment rental	1	200 sq. ft. of UFA in offices, waiting rooms and customer service areas, plus
	1	rental vehicle
Vehicle / Manufactured Home/ Recreational Vehicle Sales and Service	1	800 sq. ft of UFA, plus
	2	vehicle service bay
Wholesale facility	1	500 sq. ft. of GFA



"Not Yet Defined" UFA:
Types of buildings where usable floor space may be undefined include: Flexible rental space; "spec" buildings; and similar buildings where the interior layout requirements of the tenants are unknown prior to construction and/or leasing.

7.1 General Parking Standards (cont.)

General Parking Standards

3. Reserved Spaces: Parking spaces reserved for use by veterans, expectant mothers, employees, or other specific groups; designated for product pick-up; provided for electric vehicle charging; and other similar limited-use spaces shall apply towards the overall parking requirements. The application of Barrier Free spaces to the requirement shall be as specified in Section 7.1(Part 1)(C).
4. Parking Space Reductions: Any area required by this Ordinance for off-street parking shall not be changed to any other use unless and until approval is granted through the issuance of an Improvement Location Permit and alternate facilities meeting the requirements of this Article are provided. In no instance shall existing off-street parking that is already less than the minimum required by this Ordinance be further reduced.
5. Uses Not Specifically Listed: The minimum number of parking spaces required for uses not specifically listed in the Parking Space Standards Tables shall be determined by the Planning Director based on the consistency of the use with those that are specified.
6. Mixed Uses: Each individual use in a mixed use development shall provide off-street parking spaces in accordance with the Parking Space Standards Tables, unless the property is subject to a shared or off-site parking agreement consistent with the requirements of Section 7.1(Part 2)(A).

B. Units of Measure: The following standards of measurement shall apply to the calculation of the minimum number of parking spaces.

1. Gross Floor Area (GFA): Gross floor area shall mean the total floor area, measured from the outside walls, included in any structure or area specified by the Off-Street Parking Space Standards Table. Unless otherwise noted by the Table, gross floor area shall be used to determine the required number of off-street parking spaces.
2. Usable Floor Area (UFA): Where usable floor area is specified by the Off-Street Parking Space Standards Table to determine parking requirements, the area included in the calculations shall apply to all areas within the structure, excluding any floor area used for incidental service, storage, mechanical equipment rooms, restrooms and other similar areas. Where these areas are not yet defined, usable floor area shall be considered to be 85% of the gross floor area.
3. Employees: Where the number of spaces required is based on the number of employees, calculations shall be based upon the maximum number of employees most likely to be on the premises during the peak shift.
4. Bench Seating: Every 24 inches of width provided as a bench, pew, or similar type of seating shall be counted as 1 seat.
5. Open Floor Areas: Every 16 square feet of open floor areas associated with places of assembly shall be counted as 1 seat.

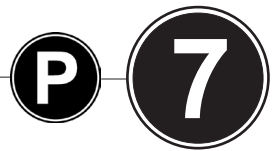
7.1 General Parking Standards (cont.)

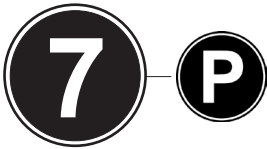
General Parking Standards

6. Fractional Requirements: When units of measurement determining the number of required parking spaces result in a fractional space, any fraction shall be considered as an additional required space.
- C. **Barrier Free ("Handicap") Parking Requirements:** Signed and marked barrier free spaces shall be provided within all parking lots. The barrier free spaces shall be those nearest the main accessible entry of the building served.
 1. Number: The number of barrier free spaces shall be based on the Federal Americans with Disabilities Act as represented by the Barrier Free Parking Space Standards Table. This Table is intended to represent the minimum requirements of the ADA and shall be deemed to be updated and amended consistent with any ADA amendments.
 2. Counted Toward Minimum Requirements: In parking lots with 10 parking spaces or less, the required barrier free parking spaces shall be in addition to the minimum parking spaces required by this Chapter. For parking lots with more than 10 spaces, the required barrier free parking spaces may be considered toward meeting the minimum parking space requirement.

Barrier Free ("Handicap") Parking Space Standards (Table 7.3)

Total Spaces in Parking Lot	Barrier Free Spaces Required
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2 percent of total
1,001 and over	20, plus 1 for each 100, or fraction thereof, over 1,000





Stored Vehicles Note: *In no instance should the provisions for stored vehicles be interpreted as enforcement of traffic code provisions for inoperable vehicles. These provisions are intended to ensure that auto repair and salvage facilities are operated consistent with the general welfare of the community.*

7.1 General Parking Standards (cont.)

General Parking Standards

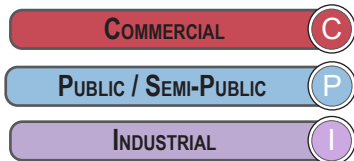
- D. **Vehicle Storage & Parking Requirements:** The storage of motor vehicles on all properties shall comply with the following requirements:
1. **Primary Structure Required:** No vehicle, including recreational and commercial vehicles, shall be stored or allowed to remain on any property that does not contain a primary or agricultural structure unless vehicle storage is a specifically approved use at that location.
 2. **Storage of Construction Vehicles & Equipment:** No semi-trucks and tractor trailers, manufactured homes, tractors, bulldozers, earth carriers, cranes, tow trucks and/or any other heavy equipment or machinery shall be stored or parked on any property unless the machinery is either (a) engaged in providing construction or other service to the site or (b) associated with a specifically approved land use at that location that complies with all requirements of this Ordinance.
 3. **Commercial Vehicle Parking:** The parking of commercial vehicles on residentially used properties and in residential zoning districts shall comply with the following requirements:
 - a. **General Requirements:** All commercial vehicles shall be owned and/or operated by residents of the property and any on-site business uses and associated vehicles shall comply with the requirements of this Ordinance. A maximum of 1 vehicle for each property resident who is a licensed driver shall be permitted to be parked on-site. All commercial vehicles shall be operable and licensed.
 - b. **Agricultural Zoning District Vehicle Types:** In any Agricultural zoning district, commercial vehicles, including standard sized trucks and vans, as well as semi tractor-trailers, may be parked on-site.
 - c. **Residential Zoning District Vehicle Types:** Standard sized commercial trucks, vans and other similar vehicles may be parked on site in any Single-Family, Two-Family or Multi-Family Residential zoning district.

7.1 General Parking Standards (cont.)

General Parking Standards



- E. **Electric Vehicle Charging Space Requirements:** Electric vehicle charging spaces are those marked parking spaces equipped with an electric vehicle charging station. The provision of electric vehicle charging spaces shall comply with the following requirements:
1. **Spaces Required:** Electric vehicle charging spaces shall be required in association with newly constructed or expanded multifamily residential uses, hotels, and parking lots / garages (where that lot or garage is a primary use), that provide 25 or more parking spaces, at a minimum ratio of 1 charging space for every 50 total parking spaces provided, rounded up to the nearest whole charging space. The required multifamily residential use charging spaces may be provided with Type I, II, or III chargers, as defined by this Ordinance. The required hotel and parking lot / garage charging spaces shall be provided with either Type II or Type III chargers. A property on which fewer than 25 parking spaces is provided shall be exempt from this electric vehicle charging space requirement.
 2. **Posting Required:** Each required electric vehicle charging space shall be posted with information indicating the space is for electric vehicle charging purposes. Any such postings that are not internal, and therefore meet the definition of a “sign”, shall be subject to the provisions of Article 10 of this Ordinance.
 3. **Charging Space Standards:** Electric vehicle charging spaces, both required and non-required, shall comply with all provisions of this Ordinance applicable to parking spaces in the same zoning district, including but not limited to the Design Standards of Chapter 7.2, Circulation Standards of Chapter 7.3, and Landscaping Requirements of Article 8.
 4. **Charging Station Standards:** Electric vehicle charging stations and related equipment, for both required and non-required spaces, shall meet the following requirements:
 - a. ***Charging Stations:*** Electric vehicle charging stations shall be considered incidental structures consistent with Section 6.1(C)(5)(a). However, charging stations may only encroach by up to 3 feet in any required minimum front yard setback (including into the Parking Lot Public Street Frontage landscape area required by Section 8.1(C)).
 - b. ***Charging Station Supporting Equipment and Structures:*** Charging station associated equipment and structures, including the transformers commonly supporting Type III chargers as well as canopies, shall be considered accessory structures and shall be subject to the accessory structure provisions of this Ordinance, specifically including the location provisions of Section 6.1(E). However, where an electric vehicle fueling station or a parking lot is the primary use on a property, any associated canopies shall be considered primary structures.



7.1 General Parking Standards (cont.)

Nonresidential Parking Standards

- i. Charging station canopies shall further be exempt from any limitations provided by this Ordinance on the number of accessory or primary structures, as applicable, permitted on a single lot.

ii. All ground-mounted equipment installed in association with the charging station(s), and in addition to the charging station itself, (such as the electric transformers commonly supporting Type III chargers) shall be provided with a 6-foot tall, 100% opaque screening enclosure. The enclosure shall be made of wood, stone, masonry, architectural metal, or other similar construction providing the required opacity. Any access gates shall also be 100% opaque. In no instance shall chain link fence interwoven with plastic strips or other similar fencing be considered as meeting this screening requirement.

c. *Residential-Use Limitations:* Any charging stations installed on residential properties shall be for the use of residents and guests at that property and specifically not for commercial use.
5. Additional Charging Spaces Permitted: In no instance shall this Section be interpreted as limiting or restricting the inclusion of charging spaces or charging stations on any property or those exceeding the minimum number where required, provided that all spaces, stations, and supporting equipment comply with Sections 7.1(Part 1)(E)(3) and (4) above.

Part 2: These Nonresidential Parking Standards apply to all Commercial, Public/Semi-Public, and Industrial zoning districts.

- A. **Off-Site and Shared Parking Requirements:** In all non-residential zoning districts parking spaces may be (1) located on the lot with the use(s) for which they are required, (2) located off-site, and/or (3) shared with other uses(s).

1. Off-Site Parking: Two or more uses may provide off-site parking collectively on 1 or more lots; however, the total number of spaces shall not be less than the sum of the spaces required for each use.

2. Shared Parking: Two or more types of land use (not specific businesses) for which the property owners can demonstrate and document that the normal hours of operation do not substantially overlap may share parking either on or off-site.

3. Location Requirements: The shared and/or off-site parking shall be located a maximum of 300 feet from the use(s) to be served (measured from the nearest property lines). The shared and/or off-site parking shall not be located in any agricultural or residential zoning district.

7.1 General Parking Standards (cont.)

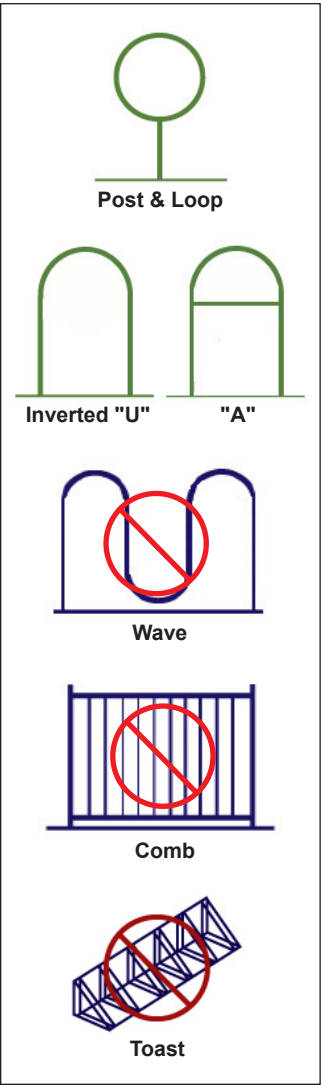
Nonresidential Parking Standards

4. Approval Requirements: All off-site and shared parking space arrangements are subject to the approval of the Board of Zoning Appeals as a Conditional Use. Approvals shall be based on the determination that the use of off-site and/or shared parking will not provide hardships for pedestrians, will not result in potentially hazardous traffic conditions, and will provide the minimum number of parking spaces for the uses involved. The parking needs of possible future uses of the property shall also be considered by the Board of Zoning Appeals.
 5. Required Documentation: Documentation of any off-site and/or shared parking agreement must be signed by all involved property owners. The written agreement shall include, but is not limited to the following items: maintenance, snow removal, ownership, and liability. The agreement shall be subject to approval by the Planning Director. Upon approval, the agreement shall be recorded in the office of the Bartholomew County Recorder and a copy of the recorded agreement shall be retained for the files of the Plan Commission.
- B. Vehicles to be Salvaged / Repaired:** The outdoor storage of vehicles associated with permitted auto repair or salvage facilities shall be consistent with the following requirements:
1. Location. All such vehicles, including antique vehicles, shall be stored within the rear or side yard. In no case shall such vehicles be stored in any front yard, buffer yard, septic field, required landscape area, or required side or rear setback.
 2. Screening. All storage areas for such vehicles shall be completely enclosed with a minimum 6 foot tall, 100% opaque wood, stone, or masonry fence. Gates allowing access to the storage areas are permitted, shall be closed when not in use, and shall consist of 100% opaque doors.



Bicycle Rack Examples

(Figure 7.1)



7.1 General Parking Standards (cont.)

Nonresidential Parking Standards

- C. **Bicycle Parking Requirements:** All commercial and public/semi-public uses shall provide parking facilities for bicycles, consistent with the following requirements:
1. **Number of Bicycle Spaces:** All commercial and public/semi-public uses shall provide bicycle parking based on the number of vehicle parking spaces provided consistent with the Bicycle Parking Standards Table, below.

Bicycle Parking Standards (Table 7.4)

Total Vehicle Parking Spaces Required	Bicycle Spaces Required	
	CN Zoning District in the City of Columbus Jurisdiction	All Other Zoning Districts
1 - 25	4	0
26 - 250	4	2
over 250	4	4

2. **Bicycle Racks:** Bicycle racks shall support the bicycle upright by its frame in 2 places above the bicycle's center of gravity, shall enable the frame and one or both wheels to be secured with a lock, and shall not require the lifting of the bicycle to use any of the rack's parking positions.
 - a. Examples of appropriate racks include an inverted "U" rack, the "A" rack, and the post and loop rack.
 - b. The toast, wave, and comb racks are prohibited.
 - c. The use of bicycle lockers is encouraged, but lockers shall not serve as an alternate to the bicycle rack requirements.
3. **Location and Placement:** Bicycle parking facilities shall be located in a high visibility area that (a) provides convenient and safe pedestrian access to main building entrances or activity areas and (b) provides convenient, paved bicyclist access to the nearest path, street, or sidewalk (without the cyclist being required to dismount or carry their bicycle). Bicycle racks shall be placed on a concrete surface that provides a clear area and extends a minimum of 3 feet in all directions from each rack. No building, walkway, landscaping, parking lot or drive aisle, or other obstruction shall encroach into this bicycle rack clear area. When placed in rows, each rack shall be separated from others by a minimum of 3 feet where bicycles are parked side-by-side and a minimum of 5 feet where bicycles are parked end-to-end.
4. **School Exemption:** Bicycle racks provided at any school that includes any grades pre-school through 12th grade shall be exempt from the bicycle rack type limitations and location and placement standards provided by Sections 7.1(Part 2)(C) (2)&(3) above. Any bicycle rack type(s) and locations on the property may be used.

7.1 General Parking Standards (cont.)

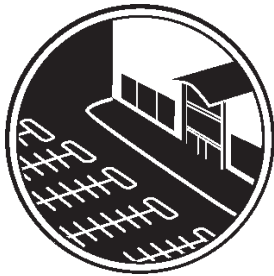
Nonresidential Parking Standards



- D. **Stacking Space Requirements:** All non-residential uses shall provide stacking spaces for vehicles at drive-up and drive-through facilities consistent with the following requirements:
1. **Number Required:** The minimum number of stacking spaces required for each facility shall be as specified in the Stacking Space Standards Table. The stacking spaces required for each facility shall be measured from the location listed in the Stacking Space Standards Table. The space used for remote ordering or communicating with the employees within the use may be one of the required stacking spaces.
 2. **Dimensions:** Each stacking space shall have a minimum dimension of 20 feet in length by 10 feet in width.
 3. **Location:** The location of stacking spaces shall avoid interference with on-site parking and pedestrian areas.
 - a. The lane containing the stacking spaces shall be separate and distinct from other access drives and maneuvering lanes for parking spaces.
 - b. All designated pedestrian areas which pass through a stacking space area shall be clearly marked through pavement striping or a stamped pattern or texture.
 - c. No stacking space shall extend into any existing or planned public right-of-way or access easement not specifically identified for such use.

Stacking Space Standards (Table 7.5)

Facility	Required Stacking Spaces	Point of Measurement
ATM Station	4	ATM Unit
Automotive Oil Change / Quick Lubrication Facility	4	Service Bay
Auto Wash (self service)	3	Wash Bay
Auto Wash (automatic)	6	Wash Bay
Bank Drive-Up Window	5	Service Window
Dry Cleaning / Laundry Drive-Up Window	3	Service Window
Nursery / Day Care Drop-Off Area	6	Head of Drop-Off Lane
Pharmacy Drive-Up Window	3	Service Window
Restaurant Drive-Up Window	10	Service Window



Intent:

The intent of this chapter is to provide minimum requirements for parking space and parking lot design, to prevent congestion and hazards to the traveling public, and to provide for safe traffic movements within parking areas.

7.2 Design Standards

General Design Standards

Part 1:

These General Design Standards apply to all zoning districts.

A. **General Requirements:** All parking areas shall meet the following general requirements:

1. Location: No off-street parking space may be fully or partially located in an existing or planned public right-of-way, septic field, required landscape area, or buffer yard.
2. Access: All required parking spaces must be designed to provide direct access for vehicles. In no case may areas which do not have direct access be considered a parking space meeting the requirements of this Ordinance (example: a residential driveway shall not be considered a parking space meeting the requirements of this Chapter if a parked vehicle in the driveway prevents direct access to a required parking space in a garage or carport).
3. Parking Space Dimensions: Parking space size shall conform with the Parking Space Dimensions Table on the following page. In no instance shall the overhang of a vehicle be considered as part of the required parking space area.
4. Barrier Free Parking Space Design: All provided barrier free parking spaces shall be designed and constructed consistent with the requirements of the Federal Americans with Disabilities Act and all subsequent amendments.
5. Farm Exemption: Parking for all farms, located in any zoning district shall be exempt from the requirements of that district, but shall comply with the requirements of Part 2 of this Chapter.

B. **Uses Permitted by Variance or Conditional Use:** The design of parking areas for any use permitted by Variance or Conditional Use shall be specified by the Board of Zoning Appeals based on the intensity and characteristics of that use and the intent of this Chapter.

AGRICULTURAL	A
SINGLE-FAMILY RESIDENTIAL	S
MULTI-FAMILY RESIDENTIAL	M
COMMERCIAL	C
PUBLIC / SEMI-PUBLIC	P
INDUSTRIAL	I

See Also:

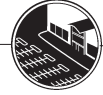
Chapter 7.3, *Circulation Standards*

Article 8, *Landscaping Standards*

Chapter 9.4, *Exterior Lighting Standards*

7.2 Design Standards (cont.)

Agricultural Design Standards



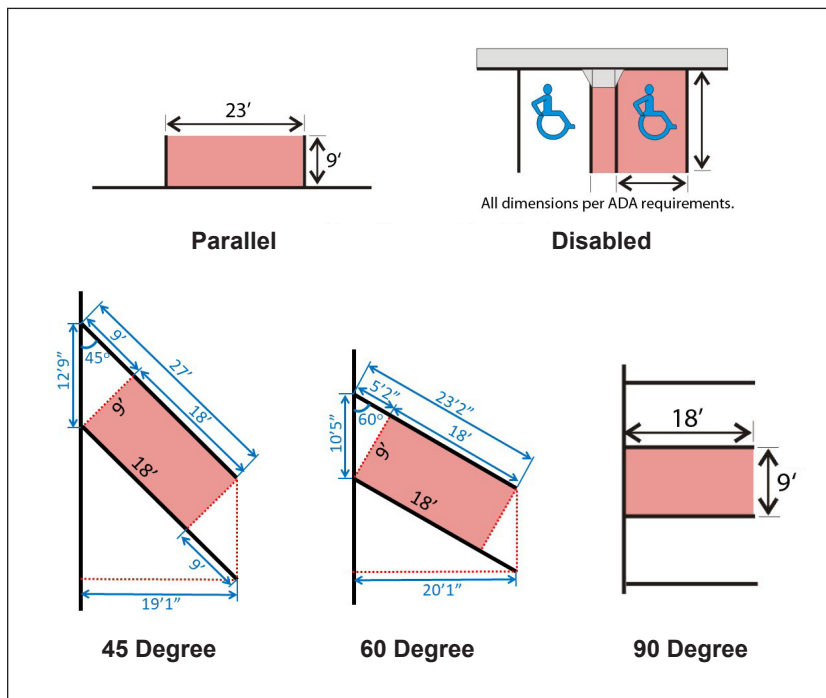
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Parking & Circulation Standards

Parking Space Dimensions (Table 7.6)

Angle of Parking	Minimum Parking Space Size	
	Width	Length
Parallel	9 feet	23 feet
45 Degree	9 feet	18 feet
60 Degree	9 feet	18 feet
90 Degree	9 feet	18 feet

Parking Space Measurement Illustration
(Figure 7.2)



Part 2: These Agricultural Design Standards apply to all Agricultural zoning districts.

- A. **Construction Requirements:** All parking spaces and driveways shall either be paved or constructed of crushed stone.
- B. **Design Requirements:** All parking areas shall be designed to prevent any vehicles from having to back into or maneuver on any Collector or Arterial Street or Road.

AGRICULTURAL

A



SINGLE-FAMILY RESIDENTIAL (S)

MULTI-FAMILY RESIDENTIAL (M)

7.2 Design Standards (cont.)

Residential Design Standards

Part 3: These Residential Design Standards apply to all Single-Family Residential and Two Family/Multi-Family Residential zoning districts.

- A. Single-Family & Two-Family Residential Requirements:** The following requirements shall apply to all properties occupied by single-family or two-family residences:
1. Construction Requirements: All parking spaces and driveways shall be paved. Paved wheel paths, with grass or suitable groundcover between, shall be permitted.
 2. Design Requirements: Parking spaces and driveways shall be designed as follows; however the RE, Established Residential zoning district shall be exempt from these requirements:
 - a. All parking areas and driveways shall be designed to prevent any vehicles from having to back into or maneuver on any Arterial Street or Road.
 - b. No parking areas or driveways shall be closer than 4 feet to any side or rear property line.
- B. Manufactured Home Park Requirements:** The following requirements shall apply to all properties occupied by manufactured home parks:
1. Internal Street Requirements: All internal private streets shall be assigned a street classification, designed, and constructed consistent with the intent of the applicable Thoroughfare Plan and the specifications of the Subdivision Control Ordinance for public streets.
 2. Construction Requirements: All parking spaces and driveways shall be paved. Paved wheel paths, with grass or suitable groundcover between, shall be permitted.
 3. Design Requirements: All parking areas and driveways shall meet the following requirements:
 - a. All parking areas shall be designed to prevent any vehicles from having to back into or maneuver on any Arterial Street or Road (public or private).
 - b. No parking areas or driveways shall be closer than 4 feet to any side or rear property line.
 - c. No front yard area beyond the paved driveway and parking area shall be used for the storage or parking of vehicles. No vehicle shall be considered legally parked unless all wheels are located on the paved area.
- C. Multi-Family Residential/Non-Residential Use Requirements:** Parking area and driveway design and construction for all multi-family residential uses and any permitted nonresidential uses within the residential zoning districts shall comply with the requirements for uses in the Commercial, Public/Semi-Public, and Industrial zoning districts specified by Chapter 7.2 (Part 4).

7.2 Design Standards (cont.)

Nonresidential Design Standards

Part 4: These Nonresidential Design Standards apply to all Commercial, Public/Semi-Public, and Industrial zoning districts.

- A. **Construction Requirements:** All parking spaces and driveways shall meet the following construction requirements:
1. **Parking Area Surface:** All parking spaces and any driveways, including any access drives, shall be paved. The use of alternate dust-proof surfaces may be approved by the Planning Director for seasonal and overflow parking areas that exceed the minimum number of parking spaces required by this Ordinance and for emergency access drives, if the property owner provides the following:
 - a. Technical documents from the product's manufacturer specifying its capabilities, as well as a detailed program for the use of the parking area that is consistent with those capabilities.
 - b. A notarized statement, in a format acceptable for recording in the office of the Bartholomew County Recorder, stating that the unpaved parking area will be paved if it is used more than an average of once per week in any 1 year period. If approved, a copy of the recorded statement shall be submitted to the Planning Director.
 2. **Drainage:** All parking areas shall provide for the drainage of stormwater and shall be subject to all adopted requirements of the jurisdiction in which they are located.
 3. **Markings:** All parking spaces shall be marked with stripes of between 3 and 4 inches wide. All stripes shall extend the full length of each parking space. All driveways designed for travel in a specific direction shall be marked as such.
 4. **Back-out Area:** All parking aisles shall include a back-out area that extends the width of the aisle and is between 4 1/2 and 5 feet in depth.
 5. **Curbing and Wheel Stops:** Curbing and wheel stops shall be provided for all parking areas as specified below. Breaks in the curb or other alternate designs to allow for drainage are permitted, provided that the required landscape areas remain protected from vehicle encroachments.
 - a. **Entrances and Driveways:** All entrances and driveways shall be curbed such that the curbing extends around the perimeter of any landscaped areas located adjacent to the entrance.
 - b. **Interior Landscaped Areas:** All required landscaped areas which are bordered on at least 2 sides by parking areas shall be curbed.



COMMERCIAL



PUBLIC / SEMI-PUBLIC



INDUSTRIAL



Parking & Circulation Standards

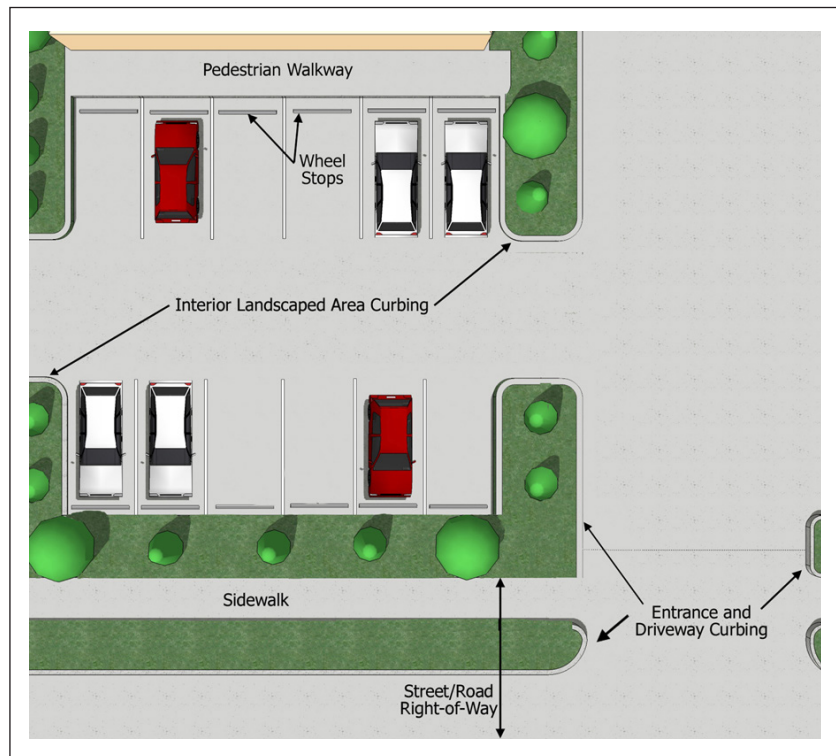


7.2 Design Standards (cont.)

Nonresidential Design Standards

- c. *Landscaped Areas and Pedestrian Walkways:* All required landscaped areas and required pedestrian walkways which are perpendicular to parked vehicles shall be protected with wheel stops located in each space to prevent vehicles from overhanging the landscaped area or walkway, subject to the exceptions listed below. All wheel stops shall be located two feet from the end of each parking space adjacent to the landscaped area or walkway.
 - i. Parking spaces adjoining required pedestrian walkways exceeding 7 feet in width shall be exempt from this requirement if a curb is provided to separate the parking spaces from the walkway. A corresponding reduction in parking space length shall not be permitted.
 - ii. Parking spaces adjoining required landscaping areas shall be exempt from this requirement if a curb is provided separating the parking spaces from the landscape area and the required plantings are placed 6 feet or greater from the back of that curb.

Curbing and
Wheel Stop
Standards
Illustration
(Figure 7.3)

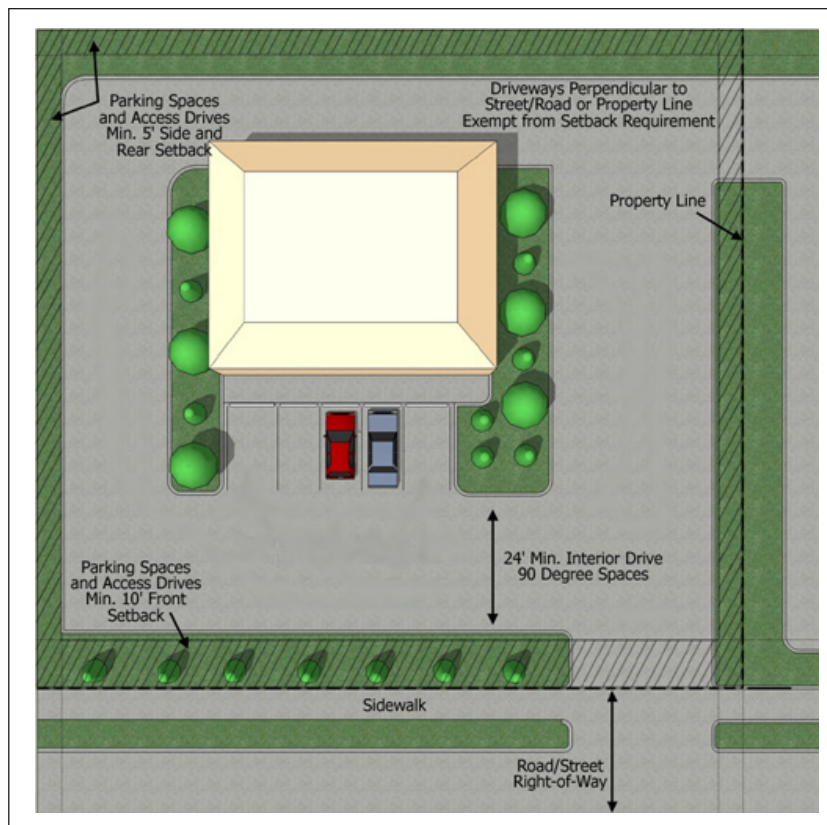


7.2 Design Standards (cont.)

Nonresidential Design Standards



- B. **Design Requirements:** All parking spaces and driveways shall meet the following design requirements:
1. **Front Setback:** All parking spaces and driveways shall maintain a minimum setback of 10 feet from the existing or planned right-of-way, whichever is greater, of all adjacent streets and roads. However, properties within the CD Downtown Center District shall be setback a minimum of 5 feet from the existing right-of-way. The provided setback area shall be designed, constructed, and maintained as a grass lawn or landscaped area. Driveways situated perpendicular to the street or road and providing access to the property from the street or road shall be exempt from this requirement.
 2. **Side and Rear Setback:** All parking spaces and driveways shall maintain a minimum setback of 5 feet from all adjacent side and rear property lines. The provided setback area shall be designed, constructed, and maintained as a grass lawn or landscaped area. Driveways situated perpendicular to a property line that provide access between properties shall be exempt from this requirement. Also exempt shall be instances where new property lines are added in existing parking lots as part of infill development and/or redevelopment activities.



Setback Standards Illustration
(Figure 7.4)



7.2 Design Standards (cont.)

Nonresidential Design Standards

3. Access and Location Requirements: All parking spaces shall be accessed and located consistent with the following standards:
 - a. *Access to Public Streets:* Parking areas must be designed to prevent vehicles from having to back into, or maneuver upon public streets or roads (access to alleys shall be exempt from this requirement).
 - b. *Maneuvering Space:* All parking spaces shall be provided with adequate maneuvering space to allow safe and efficient entry into and exit from the parking space.
 - c. *Downtown Parking:* No parking space or driveway shall be provided in the front yard of any property located in any Downtown Commercial zoning district. Driveways situated perpendicular to the street or road and providing access to the property from the street or road shall be exempt from this requirement.
 4. Interior Driveway Width Requirements: The minimum widths for all interior driveways shall be as follows:
 - a. 14 feet for one-way traffic and no parking or 45 degree parking;
 - b. 18 feet for one-way traffic and 60 degree parking;
 - c. 24 feet for (i) one or two-way traffic and 90 degree parking or (ii) access to a loading area.
 - d. 20 feet for two-way traffic and no parking.
- C. **Off-Street Loading Area Requirements:** All off-street loading areas shall conform to the following requirements:
1. Construction Requirements: All off-street loading areas shall be paved.
 2. Design Requirements: All off-street loading areas shall be designed as follows:
 - a. *Maneuvering Areas:* All loading areas shall be designed so that no portion of a loading or unloading vehicle maneuvers in or projects into any public right-of-way. This provision shall not apply to alleys located in the CD Downtown Center zoning district, in which loading, unloading, and maneuvering shall be permitted. In no instance shall a loading or unloading vehicle overhang adjacent property.
 - b. *Interference with Parking:* All loading areas shall be designed so that no portion of a loading or unloading vehicle obstructs access to any required off-street parking spaces on any property. In no instance shall a loading area be considered a parking space for the purpose of meeting the off-street parking requirements of this Ordinance.
 - c. *Screening:* All loading areas in any Commercial or Public / Semi-public zoning district shall be screened from view of all public streets and roads. All loading areas in any Industrial zoning district shall be screened from view of all Collector and Arterial streets and roads.

7.2 Design Standards (cont.)

Nonresidential Design Standards

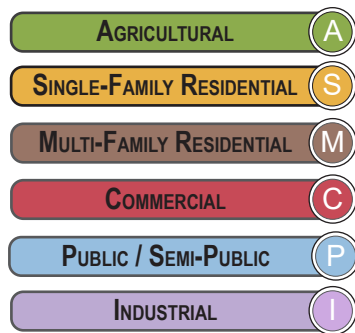
- i. The required screening shall consist of a 100% opaque, minimum 6 foot tall wood fence or stone or masonry wall.
- ii. Structures and existing landscaping located on the same property which provide the same amount of screening may be substituted for the fence or wall specified above. The removal of this structure or landscaping shall require the installation of the required screening.
- d. *Location:* Loading areas shall not be located in any existing or planned right-of-way, septic field, or required landscape area. All loading areas shall be set back a minimum of 10 feet from any existing or planned right-of-way (whichever is greater) and 5 feet from all side and rear property lines.
- e. *Size Requirements:* All off-street loading areas for semi tractor-trailers shall be a minimum of 13 feet in width and 140 feet in length. All off-street loading areas for local pick-up and delivery vehicles shall be at least 12 feet in width and 60 feet in length.





Intent:

The standards of this Chapter are intended to promote safe and efficient travel within the community; minimize disruptive and potentially hazardous traffic conflicts; separate traffic conflict areas by reducing the number of driveways; provide efficient spacing standards between driveways; protect the substantial public investment in the street system; and ensure reasonable access to properties.



7.3 Circulation Standards

General Circulation Standards

Part 1: These General Circulation Standards apply to all zoning districts.

- A. **Agricultural Field Exemption:** All entrances that are constructed and used specifically and exclusively for access to agricultural fields shall be exempt from the requirements of this Chapter, but shall meet any requirements of the City or County Engineer of jurisdiction.
- B. **Additional Design Considerations:** Circulation features, including but not limited to acceleration and deceleration lanes, passing lanes, tapers, turning radii, and left and right turn restrictions shall be subject to the adopted standards of the City/County Engineer of jurisdiction and the Indiana Department of Transportation (where applicable).
- C. **Location Requirements:** The location of all vehicle entrances and access points from a public street shall conform to the following requirements.
 - 1. Alignment of Entrances: All entrances accessing a Collector or Arterial street or road shall be aligned with existing or planned entrances on the opposite side of the street or road.
 - 2. Entrance Sight Distance Requirements: Entrances on Local and Collector streets and roads shall comply with "Stopping Site Distance" requirements, and entrances upon Arterial streets and roads shall comply with the "Decision Sight Distance" requirements, specified by the current edition of the American Association of State Highway and Transportation Officials (AASHTO) *Policy on Geometric Design of Streets and Highways*.
 - 3. Separation & Access Requirements: All properties shall comply with the following entrance separation requirements and access limitations. All separations shall be measured from the centerline of the applicable street, road, and/or entrances.

7.3 Circulation Standards (cont.)

General Circulation Standards



- a. **Road Access to Farm & Single-Family Residential Uses:** All properties occupied by a farm or a single-family residential use shall be permitted one access point from any public road. Properties with accessible frontage exceeding 200 feet shall be permitted a second entrance for the purpose of providing a circular drive or separating residential vehicles from farm equipment.
 - i. All access points shall be separated from all intersections and each other by a minimum of 100 feet along Local roads, 200 feet along Collector Roads, and 300 feet along Arterial Roads.
 - ii. Two drives within 25 feet of each other shall be considered a single access point for the purpose of the separation requirements.
- b. **Street Access to Farm and Single & Two-Family Residential Uses:** All properties occupied by a farm shall be permitted one access point from any Local or Collector Street. Unless access is available from an alley, all properties occupied by a single or two-family residential use shall be permitted one access point from any Local or Collector Street (where alley access is available for a single or two-family residential use access to all streets shall be prohibited). All access points on a Collector Street shall be separated by a minimum of 50 feet. Access to Arterial Streets from any lot platted after the effective date of this Ordinance shall be prohibited. For single or two-family residential properties permitted street access, the following shall also apply:
 - i. The access point for two-family residential uses may include distinct, but immediately adjacent driveways for each dwelling. A second access point for each lot shall be permitted, provided that it is separated by a minimum of 50 feet from all other access points on the same side of the street.
 - ii. Single-family residential properties shall be permitted a second entrance for the purpose of providing a circular drive, provided that the 2 access points are separated by a minimum of 50 feet.
 - iii. Single-family residential properties with accessible frontage on more than one public street shall obtain access from the street with the lowest Thoroughfare Plan classification. A second access may be obtained from a second frontage if that frontage is on a local street and 50 feet of separation between the nearest driveways and intersections can be provided.



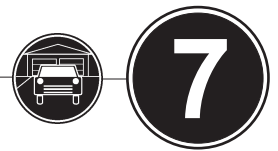
7.3 Circulation Standards (cont.)

General Circulation Standards

- c. **Street or Road Access to Multi-Family and Non-Residential Uses:** No two entrances from a public street or road to a property shall be permitted within the distances specified below. Properties located within any CD, Downtown Commercial zoning district shall be exempt from this requirement but shall comply with any applicable standards established by the City or County Engineer of jurisdiction.
 - i. Arterial Street or Road: 400 feet.
 - ii. Collector Street or Road: 200 feet.
 - iii. Local Street or Road: 100 feet.
 - d. **Separation & Access Exceptions:** Any lot that was lawfully established prior to the effective date of this Ordinance and for which access can not be provided in compliance with Sections (a) through (c) above shall obtain access from the frontage with the lowest Thoroughfare Plan classification. The access point shall be located consistent with the access and circulation priorities established by the Thoroughfare Plan.
- D. **Design Requirements:** The design of all vehicle entrances and access points from a public street or road shall conform to the following requirements:
1. **Curbs:** All entrances from streets serving uses other than farms and single-and two-family residences shall be curbed from the beginning of any acceleration or deceleration lane, taper, or turning radii up to and including any landscaping area that separates the entrance from parking and loading areas.
 2. **Entrance Widths:** All entrances shall be designed to provide clear, distinct points by which vehicles enter and exit property. Typically, a vehicle access point shall include one entry and one exit lane of adequate, but not excessive, width to accommodate the anticipated vehicle user types. Multi-family and non-residential accesses may also include turn lanes as deemed acceptable by the City Engineer. All access point widths shall be measured at the right-of-way line. The measurement shall exclude any acceleration or deceleration lanes, tapers, and turning radii. No access point to a single or two-family residential use shall exceed 24 feet in width. No access point to a multi-family residential or non-residential use shall exceed 14 feet in width per lane where typical access is by passenger automobiles and 20 feet in width per lane where access is by large vehicles (service vehicles, school buses, delivery vehicles, semi-tractor trailers, etc.).
 3. **Entrance Medians:** Any medians provided within an entrance shall be fully curbed, and shall be a minimum of 6 feet in width and a maximum of 10 feet in width.
 4. **Encroachment of Entrance Improvements:** Where a platted or fee simple right-of-way is not present, passing lanes, turning radii, acceleration and deceleration lanes, and other improvements shall be located entirely within the frontage of the lot being accessed.

7.3 Circulation Standards (cont.)

General Circulation Standards



5. **Intersection Visibility Requirements:** All properties, unless exempted below, shall maintain a clear vision area (the “sight visibility triangle”) at all street, road, driveway, and alley intersections with other streets or roads. This requirement includes not only those locations where driveways from the property intersect with a street or road, but also any location on the property adjacent to an intersection regulated by this Section.
 - a. **Exemptions:** The following shall be exempt from the sight visibility triangle requirement:
 - i. Properties located in a CD (Commercial: Downtown) or CDS (Commercial: Downtown Support) zoning district.
 - ii. Locations where alleys and/or driveways intersect each other.
 - iii. Intersections that feature a round-about, in which case the clear vision area shall be as required by the City or County Engineer of jurisdiction.
 - vi. Locations where a single or two-family residential driveway accesses a street. In no instance shall this be interpreted as exempting any access from the applicable requirements of the Bartholomew County Highway Department.
 - b. **Measurement:** The sight visibility triangle shall be established by connecting the following three points as demonstrated in Figure 7.5 and specified in Table 7.7: (1) the intersection of the centerlines of the applicable approaching travel lanes at each intersection and (2 and 3) the points along those center lines specified in Table 7.7.
 - i. **One-Way Traffic:** At intersections where a street, road, driveway, or alley is one-way, the opposite approach to the intersection (which would require vehicles to travel in the wrong direction) shall be considered as an approaching stop-controlled way for the purpose of calculating the sight visibility triangle.
 - ii. **All-Way Stop Intersections:** At intersections controlled by stop lights or all-way stop signs, all approaches shall be considered as an approaching stop-controlled way for the purpose of calculating the sight visibility triangle.
 - iii. **Uncontrolled Intersections:** At uncontrolled intersections, all approaches shall be considered throughways for the purpose of calculating the sight visibility triangle.
 - iv. **Multiple Lanes:** For through and stop or yield controlled ways with multiple lanes of travel in a single direction the sight visibility triangle shall be provided for all intersecting lanes. (However, the calculation of the sight visibility triangle at the nearest intersecting lanes will also include the triangle at that same corner for the other lanes.)



7.3 Circulation Standards (cont.)

General Circulation Standards

Intersection Visibility Standards (Table 7.7)

Distance along an Approaching Through-Way (A Street or Road) - Point(s) #3 in Figure 7.6

Measure along the center of the travel lane(s) the distance specified below from that lane's intersection with the centerline of the perpendicular lanes (that intersection being Point #1 in Figure 7.6)...

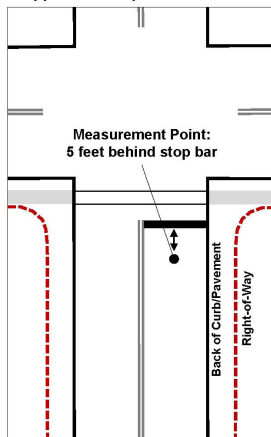
Through-Way Type	Distance for State Highways <small>Based on the INDOT Indiana Design Manual (2013)</small>		Distance for all other Streets & Roads <small>Based on the AASHTO Policy on Geometric Design of Highways (2011)</small>	
	From the Right	From the Left	From the Right	From the Left
Arterial Street or Road	440 feet	385 feet	280 feet	240 feet
Collector Street or Road	390 feet	335 feet	280 feet	240 feet
Local Street or Road	330 feet	290 feet	225 feet	195 feet

Distance along an Approaching Stop or Yield Controlled Way (A Street, Road, Driveway, or Alley) - Point(s) #2 in Figure 7.6

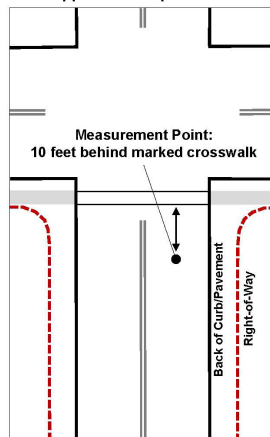
Measure the distance specified below along the center of the travel lane(s), with each measurement point representing a progression of options to be applied only if those listed before are not present on the approach.

1	If a stop bar is present <u>and</u> behind any intersecting crosswalk or sidewalk...	5 feet behind that applicable stop bar.
2	If no applicable stop bar is present...	10 feet behind the marked crosswalk.
3	If no marked crosswalk is present...	10 feet behind the intersecting sidewalk.
4	If no sidewalk is present...	10 feet behind the intersecting right-of-way.

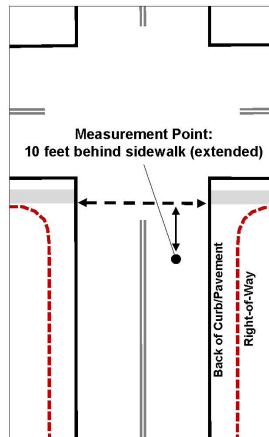
1. Applicable Stop Bar Present



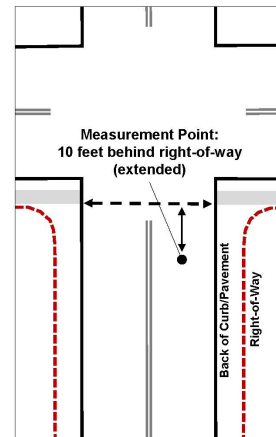
2. No Applicable Stop Bar Present



3. No Crosswalk Present



4. No Sidewalk Present



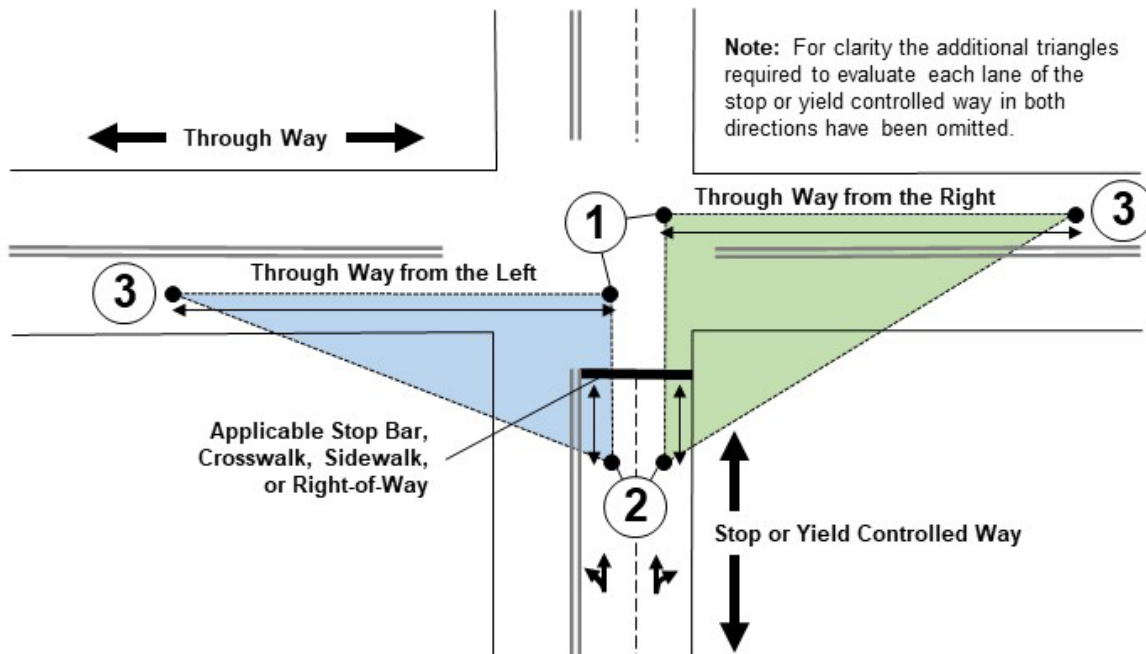
7.3 Circulation Standards (cont.)

General Circulation Standards



7

Intersection Visibility Standards (Figure 7.5)



Parking & Circulation Standards

- c. *Restrictions:* Within the sight visibility triangle, unless otherwise permitted by this Ordinance, nothing shall be erected, placed, planted, or allowed to grow in such a manner as to impede vision between a height of 2½ feet and 10 feet above the centerline grades of those intersecting streets. This restriction includes parked vehicles, areas of outdoor storage, and signs on private property, except those signs that comply with Section 10(G)(4). However, this zoning ordinance does not apply to and therefore excludes from regulation street trees, on-street parking areas, traffic control signs, and other features of a public street or road installed and/or authorized by a unit of government.



7.3 Circulation Standards (cont.)

General Circulation Standards

- E. **Shared Access Design Options:** In addition to individual drive-ways serving a single use or lot, access points may take the form of a shared driveway for multiple lots, cross access easements between adjacent properties, or a private service drive. These methods of access shall comply with the following requirements:
1. **Shared Driveways:** A shared driveway shall be located either on both sides of the property line of the land uses sharing the driveway, or if topography or other physical constraint prevents using this location, the driveway may be located on either property, provided that the proper easements are provided.
 2. **Cross Access Easements:** Cross access easements shall be located generally parallel to and at least 100 feet from any access point to the public street. The pavement width at the cross access shall be a minimum of 26 feet.
 3. **Private Service Drives:** A service drive may be located at the front or rear of the properties served. Service drives shall generally be parallel or perpendicular to the front property line and may be located either in front of, adjacent to, or behind, principal buildings.
 - a. **Access:** The number and location of access points along a service drive shall be consistent with the requirements of this Chapter for public Streets and Roads.
 - b. **Construction and Materials:** The service drive shall have a minimum pavement width of 24 feet. It shall be curbed when providing access to multi-family uses, manufactured home parks and nonresidential uses.
 - c. **Parking Access:** No parking space shall be directly accessed from the service drive.
 4. **Easements and Maintenance:** Shared driveways, private service drives and cross access easement shall be within an easement of adequate width to accommodate the pavement, shared private or public utilities, drainage, sidewalks and any other related features. Any required access easement permitting traffic circulation between properties shall be reviewed and approved by the Planning Director and recorded with the County Recorder. A recorded copy of the agreement shall be provided to the Planning Director for the records of the Plan Commission.

7.3 Circulation Standards (cont.)

Pedestrian Circulation Standards

Part 2: These Pedestrian Circulation Standards apply to the Multi-Family Residential, Commercial, Public/Semi-Public, and Industrial zoning districts.

- A. **Public Sidewalks Required:** All development in Multi-Family Residential, Commercial, Public/Semi-Public and Industrial zoning districts shall provide a public sidewalk in adjoining street and road right-of-way along the frontage of the property on which the development is occurring, consistent with the applicable Subdivision Control Ordinance requirement (based on the classification of that street or road for the Columbus jurisdiction). Where required by the Subdivision Control Ordinance, if the property were to be subdivided, a sidewalk shall be installed with the development. Where the property to be developed has frontage on a street or road on which a sidewalk is indicated as permitted, conditional, or otherwise discretionary by the Subdivision Control Ordinance, a sidewalk shall only be required with the development if, within 300 feet and on the same side of the street or road as that frontage is (1) an existing sidewalk or (2) a location where a sidewalk is required to be installed as part of another, previously approved development. For the purposes of this Section, sidewalks in previously approved nearby developments include those required as part of a subdivision preliminary plat, site development plan or zoning compliance certificate approval, or as a rezoning, variance, or conditional use condition or commitment.
1. **Exemptions:** The following exemptions shall apply to this requirement:
 - a. No sidewalks shall be required adjacent to Interstate Highways or within other similar street or road rights-of-way where pedestrians are prohibited.
 - b. Sidewalk replacement shall not be required in situations where sidewalks are already present, but do not meet the minimum design and construction requirements of the Subdivision Control Ordinance.
 - c. No sidewalk shall be required for development on property for which the Plan Commission has previously granted a modification of the sidewalk requirement of the Subdivision Control Ordinance.
 2. **Design & Construction Requirements:** All sidewalks shall be designed and constructed consistent with the Subdivision Control Ordinance specifications for sidewalk and tree lawn widths and sidewalk location within the right-of-way for the street or road classification with which they are associated. This includes any increased requirements necessary to provide a sidepath or multi-use trail as specified by the Columbus Bicycle & Pedestrian Plan Comprehensive Plan Element.
 3. **Sidewalks Beyond Existing Right-of-Way:** The sidewalk and a sidewalk easement shall be provided adjacent to the existing right-of-way in all instances where that right-of-way is of insufficient width for sidewalk and tree lawn installation.



MULTI-FAMILY RESIDENTIAL

(M)

COMMERCIAL

(C)

PUBLIC / SEMI-PUBLIC

(P)

INDUSTRIAL

(I)

Parking & Circulation Standards



7.3 Circulation Standards (cont.)

Pedestrian Circulation Standards

4. Asphalt Path Option: The Planning Director may authorize an asphalt path as an acceptable alternative for a sidewalk consistent with any applicable, adopted bicycle and/or pedestrian plan and/or the recommendation of the City/County Engineer of jurisdiction.
- B. **Public Sidewalk & Building Entrance Links**: In the City of Columbus jurisdiction only, a sidewalk that links any existing or new adjacent public sidewalk to the entrance of the building is required. "New" sidewalks are those required to be installed with the same development project that would result in the sidewalk link. The linking sidewalk shall be a minimum of 5 feet in width. If the sidewalk link passes through a parking lot, pavement markings shall be used to delineate the sidewalk link.