

Part 4 - Parking Requirements

Updated: 9.14.2026

Purpose: To establish right-sized parking requirements for residential uses that provide for adequate, but not excessive parking and allow thoughtful use of available on-street and other public parking.

Most Notable Revisions:

- In meeting the minimum parking requirement, residential uses are allowed to make use of on-street parking proportional to their property's street frontage (which can contribute up to half of the required spaces).
- Single and two-family uses may use obstructed spaces for up to half of their requirement. For example a single-car garage and driveway may be considered as providing two spaces (one in the garage and one in the driveway).
- Required parking for multi-family uses is reduced from 1.5 to 1.25 spaces per unit.
- Parking spaces for residential use accessed by alleys may have a stone surface, rather than being paved.

New Text: Red Underline

Deletions: ~~Strikethrough~~

Parking Spaces Required

Section 7.1(Part 1)(A) - Parking Spaces Required

- A. **Parking Spaces Required:** ~~Off-street parking~~ Parking shall be provided for all properties consistent with the requirements of the Parking Space Standards Tables (see page ~~7-47-3~~). All required parking spaces shall be located on the same property with the use(s) for which they are required, with the following exceptions:
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. Off-premise Allowances: ~~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 other Public Parking: The presence of on-street and other public parking will apply as indicated below. In calculating the available on-street spaces, (1) those spaces must be without limits on duration, hours, or days, (2) each 23 linear feet of frontage shall be considered a space, and (3) stone or other pull-off parking areas within the street right-of-way adjacent to the paved travel lanes shall be included.
 - i. For all residential uses up to one-half of the required parking specified in Table 7.1 may be provided as on-street parking spaces available along the property's street frontage(s), on the same side of the street as the use.

- iii. ~~For all non-residential 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~~ may count 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.~~ Public spaces include both those located in public parking lots or garages and on public streets.
 - 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.
- 3. Individual Space Access / Obstructed Spaces: With the exception of those for single-family and two-family uses, all required parking spaces must be designed to provide direct, individual access for vehicles, with no space obstructed by another. However, for single-family and two-family uses, up to one-half of the required parking specified in Table 7.1 may be obstructed (for example a single-car garage and its accessing driveway are considered as providing two spaces total, one obstructed and one unobstructed). (Section 7.2(Part 1)(A)(2) is deleted).
- 4. 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).
- 5. ~~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.~~
- 6. 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.
- 7. ~~Mixed Uses:~~ Multiple Use Properties: Each individual use in a mixed use development located on a property with multiple uses shall ~~provide~~ be provided with off-street parking spaces in accordance with the Parking Space Standards Tables (with the minimum number of parking spaces provided on that property equal to the total required for the individual uses), unless the property is subject to a shared or off-site parking agreement consistent with the requirements of Section 7.1(Part 2)(A). However, a property that (a) is in commercial use, (b) has one or more buildings totaling 30,000 square feet or more, and (c) includes a minimum of 5 separate uses within those building(s) shall not be subject to the requirements for each individual use and instead shall have a minimum requirement of 1 parking space for every 300 square feet of GFA.

Residential Parking Space Standards (Table 7.1)

For the use listed below..	...the following minimum number of parking spaces is required..	...for every:
Single- and Two- & Three-family Residential	2	dwelling unit
Multi-family Residential, <u>Secondary Use Apartments, Retirement Facilities, and Mobile / Manufactured Home Communities Parks</u>	~~4-5~~ <u>1.25</u>	dwelling unit, ~~plus~~
	4	~~non-resident employee in multi-family developments and manufactured home parks, plus~~
	4	~~6 persons of seating capacity in any accessory community center, meeting hall, or similar facility.~~
Nursing Homes and Assisted Living Facilities and other Similar Uses	1	dwelling unit, 3 beds, or 2 patient rooms, whichever is less, plus
	1	employee <u>on the largest shift</u>
<u>Shared Housing Facilities and Shelters</u>	<u>1</u>	<u>2 Adults at Maximum Occupancy</u>
Bed and Breakfast Facility	2	facility (to serve the resident family), plus
	1	guest room

Non-Residential Parking Space Standards (Table 7.2)

Personal Service Use is amended from 2 spaces per station, chair, or activity area or 300 sq. ft. of UFA (whichever is greater) to 1.25 spaces per station, chair, or activity area or 300 sq. ft. of UFA (whichever is greater).

Barrier Free Parking Spaces Required

Section 7.1(Part 1)(C) - Barrier Free ("Handicap") Parking Requirements

- C. **Barrier Free ("Handicap") Parking Requirements:** Signed and marked barrier free spaces shall be provided within all parking lots for uses providing a public accommodation, consistent with the requirements of the Federal Americans with Disabilities Act (ADA).
1. Location: The barrier free spaces shall be those nearest the main accessible entry of the building served.
 2. Number: The number of barrier free spaces shall be ~~based on the Federal Americans with Disabilities Act as represented~~ required by the Barrier Free Parking Space Standards Table. This Table The required number of barrier free spaces required is intended to be 1½ times that specified by the ADA rounded down to the nearest number of spaces. Should the ADA specifications be updated, this Table shall be deemed to likewise be updated to maintain a required number of spaces equal to 1 ½ times the ADA specification to represent the minimum requirements of the ADA and shall be deemed to be updated and amended consistent with any ADA amendments.

3. ~~Counted Toward~~ **Calculation of 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	ADA Specified Barrier Free Spaces (for reference)	<u>Barrier Free Spaces Required</u> <u>(150% ADA specifications)</u>
1 to 25	1	<u>1</u>
26 to 50	2	<u>3</u>
51 to 75	3	<u>4</u>
76 to 100	4	<u>6</u>
101 to 150	5	<u>7</u>
151 to 200	6	<u>9</u>
201 to 300	7	<u>10</u>
301 to 400	8	<u>12</u>
401 to 500	9	<u>13</u>
501 to 1,000	2 percent of total spaces	<u>2.5 percent of total spaces</u>
1,001 and over	20, plus 1 for each 100, or fraction thereof, over 1,000	<u>30, plus 1.5 for each 100, or fraction thereof, over 1,000</u>

Margin Note – Barrier Free Parking for Residential Uses: *The Americans with Disabilities Act requirements referenced by Section 7.1(Part 1)(C) will apply to most commercial, public/semi-public and industrial uses. However, for residential uses, they would only apply to an on-site leasing office or other facility open to the general public. Barrier free parking for the apartments or other residential units is regulated instead by the US Fair Housing Act. Unlike the ADA, a demonstration of compliance with the US Fair Housing Act is not needed to satisfy the requirements of the zoning ordinance. For development projects within the City of Columbus, questions regarding the Fair Housing Act may be directed to the City of Columbus Human Rights Department.*

Vehicle Storage and Parking Requirements

Section 7.1(Part 1)(D)(3) – Vehicle Storage & Parking Requirements

3. **Commercial Vehicle Parking:** The parking of commercial vehicles on residentially used properties and in residential zoning districts shall comply with the following requirements:
- 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.
 - 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.

Drive-up / Drive-through Accessory Use Cross-reference

Section 7.1(Part 2)(D) – Stacking Space Requirements

- D. **Stacking Space Requirements:** All non-residential uses shall provide stacking spaces for vehicles at drive-up and drive-through facilities (if such facilities are permitted, see also Permitted Accessory Uses (Table 6.1)) consistent with the following requirements:

Table 7.5 - Stacking Space Standards: The text "If such facilities are permitted, see also Permitted Accessory Uses (Table 6.1)." is added as a subtitle.

Residential Zoning District Parking Design Requirements

Section 7.2(Part 3) – Residential Zoning District Parking Design Requirements

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 for Uses with up to Twelve Dwelling Units:** The following requirements shall apply to all properties occupied by ~~single-family or two-family residences~~ up to 12 dwelling units, including Single-, Two-, & Three-Family Residential Uses, Small-Scale Multi-Family Residential Uses, and Shared Housing Facilities:
1. Construction Requirements: All parking spaces and driveways shall be paved, except for those located in an RE (Residential: Established) zoning district and accessed from an alley, which, may have a crushed stone surface (street-accessed spaces 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 (Residential: Established) ~~Established Residential~~ zoning districts 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. **Mobile / Manufactured Home Park Community Requirements:** The following requirements shall apply to all properties occupied by mobile / manufactured home parks-communities:
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 serving the individual home sites shall be paved. Paved wheel paths, with grass or suitable groundcover between, shall be permitted.
 3. Design Requirements: All parking areas and driveways serving the individual home sites 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. **Other Residential / Non-Residential Use Requirements:** Parking area and driveway design and construction for all ~~multi-family residential uses~~ other than those included in Section 7.2(Part 3)(A) and (B) above and ~~any permitted nonresidential uses~~ allowed (including those that are permitted or allowed by variance or conditional use) 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).

Section 7.2(Part 1)(B) – Uses Permitted by Variance or Conditional Use

- ~~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.~~

Parking Lot Interior Drive Width Requirements

Section 7.2(Part 4)(B)(4) – Interior Driveway Width Requirements

4. Interior Driveway Width Requirements: The minimum widths for all interior driveways shall be as follows:
- a. 12 feet for one-way traffic and no parking or parallel parking.
 - b. 14 feet for one-way traffic and ~~no parking or~~ 45 degree parking,
 - c. 18 feet for one-way traffic and 60 degree parking,
 - d. 24 feet for (i) one or two-way traffic and 90 degree parking or (ii) access to a loading area.
 - e. 20 feet for two-way traffic and no parking.

Loading Area Requirements

Section 7.2(Part 4)(C)(2)(e) – Loading Area Size Requirements

- ~~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.~~

Driveway Locations

Section 7.3(Part 1) – General Circulation Standards

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

- A. **General Applicability:** These provisions apply to all driveways accessing a public street or road, including those that provide an entrance, exit, or both for the subject property. **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:** Traffic circulation features, including but not limited to acceleration and deceleration lanes, passing lanes, tapers, turning radii, and left and right turn restrictions for driveways shall be subject to the ~~adopted standards~~ requirements 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.
 - 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.
 - 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.

C. **Driveway Sight Distance Requirements:** Driveways intersecting Local and Collector streets and roads shall comply with "Stopping Site Distance" requirements, and driveways intersecting 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, as determined by the City/County Engineer of jurisdiction.

- D. Separation & Access Requirements:** All driveway intersections with public streets and roads shall comply with the minimum separation requirements and access limitations provided by Table 7.7 and listed below.
1. Separation Applicability: All required separations shall apply from each driveway to all other driveway, alley, street, and/or road intersections along the street or road being accessed, including those serving the subject property and/or other properties. They shall apply to intersections on both sides of the applicable street or road unless that street or road includes a center median that, in the opinion of the City/County engineer of jurisdiction, eliminates the interaction of subject property vehicles with those on the opposite side.
 2. Separation Measurement: Separations shall be measured from the centerlines of the applicable driveways, alleys, streets, and/or roads at the point where each meets the applicable street or road right-of-way, unless otherwise specified.
 3. Exceptions and Alternatives: The provisions of this Section shall be subject to the following:
 - a. *Exceptions:* Any parcel of land that was lawfully established prior to the effective date of this Ordinance for which a driveway cannot be provided in compliance with these provisions and for which no other legal access exists may establish a driveway along its street or road frontage with the lowest Thoroughfare Plan classification. That driveway shall be located consistent with the access and circulation priorities established by the Thoroughfare Plan, as determined by the City/County Engineer of jurisdiction.
 - b. *Aligned Driveways:* A driveway may align with another driveway on the opposite side of a street or road, with no separation between them, if either (i) it is a local street or road or (ii) it is a collector or arterial street or road and that driveway intersection complies with the applicable requirements of Table 7.7. A driveway on a collector or arterial street or road, even if aligning with a driveway on the opposite side of the street or road must meet the applicable requirements of Table 7.7.
 - c. *Alley Access Required:* Where any property with 12 or fewer dwelling units (a Single-, Two-, or Three-Family Residential Use, Small-Scale Multi-Family Residential Use, or Shared Housing Facility) has frontage on an alley, its driveway(s) shall access that alley and driveway access to any street or road shall be prohibited.

Table 7.7 Separation & Access Standards

Type of Use:	Farm Uses	Single-, Two-, & Three-Family Residential Uses, Small-Scale Multi-Family Residential Uses, and Shared Housing Facilities <i>(See Note #1)</i>		All other Residential and Non-Residential Uses
Access to be Obtained from a Street and/or Road:	Street or Road	Street	Road	Street or Road
Driveway Access Permitted per Property: (Unless access is available from an alley, per Section 7.3(Part 1)(D)(3)(c))				
On a Local	Up to 2 driveways with a 100-foot minimum intersection separation	One driveway per dwelling unit where each has its own garage / parking area or up to 2 driveways per property where parking is shared among the dwelling units on that lot.	Up to 2 driveways with a 100-foot minimum intersection separation	All driveways shall have a 100-foot minimum intersection separation
On a Collector	Up to 2 driveways with a 200-foot minimum intersection separation	One driveway per property with a 50-foot minimum intersection separation	Up to 2 driveways with a 200-foot minimum intersection separation	All driveways shall have a 200-foot minimum intersection separation
On an Arterial	Up to 2 driveways with a 400-foot minimum intersection separation	Driveways prohibited	Up to 2 driveways with a 400-foot minimum intersection separation	All driveways shall have a 400-foot minimum intersection separation
Applicable Driveway Exceptions: (See Details Below)	Exception #1 - Field Access Only	Exception #3 - Circular Driveways	Exception #2 - Adjacent Driveways	
	Exception #2 - Adjacent Driveways	Exception #4 - Two or More Street Frontages		

Exception #1 - Field Access Only: Farm Uses that include only an agricultural field (and not a farm dwelling or agricultural structures) shall be exempt from these standards.

Exception #2 - Adjacent Driveways: Any two driveways on adjacent properties within 25 feet of each other (measured at the nearest edge of each driveway) shall be considered a single driveway for the purpose of measuring intersection separation.

Exception #3 - Circular Driveway: Single-Family Residential Uses are permitted a 2nd driveway on a Local or Collector Street to provide a circular drive on the property if (1) the 2 driveway intersections are separated from each other by a minimum of 50 feet and (2), on a Collector Street, both driveway intersections are separated from all other intersections by a minimum of 50 feet.

Exception #4 - Two or More Street Frontages: Single-Family Residential Uses with accessible frontage on more than one public street shall obtain access from the street with the lowest Thoroughfare Plan classification. A second driveway is allowed from the second frontage if (1) that frontage is on a Local Street and (2) a minimum of 50 feet of separation from other intersections along that street can be provided.

Note #1 - Subdivided Dwelling Units: Where a property occupied by any Two-Family, Three-Family, or Small-Scale Multi-Family Residential Use has been subdivided to result in dwelling units on individual parcels, these Separation & Access Standards shall apply to the use as a whole and its single lot rather than each resulting individual unit's parcel.

- E. **Design Requirements:** The design of all ~~vehicle entrances and access points from~~ driveways at their intersection with a public street or road shall conform to the following requirements:
1. Curbs: All entrances driveways from along streets ~~serving uses other than farms and single and two-family residences, except for those serving a farm or property with 12 or fewer dwelling units (a Single-, Two-, or Three-Family Residential Use, Small-Scale Multi-Family Residential Use, or Shared Housing Facility),~~ shall be curbed. Required curbing shall extend 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 Driveway Widths: All entrances driveways shall be designed to provide clear, distinct points by which vehicles enter and exit property. Typically, ~~access point where vehicles are traveling forward onto the street or road,~~ driveways 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~~ These driveways may also include turn lanes as deemed acceptable by the City/County Engineer of jurisdiction. All ~~access point~~ driveway widths shall be measured at the right-of-way line; the measurement shall exclude any acceleration or deceleration lanes, tapers, and turning radii.
 - a. ~~No access point to~~ driveway serving a single or two-family residential use, 12 or fewer dwelling units (a Single-, Two-, or Three-Family Residential Use, Small-Scale Multi-Family Residential Use, or Shared Housing Facility), where vehicles back into the street, shall exceed 24 ~~32~~ feet in width.
 - b. ~~No access point to~~ driveway serving any other multi-family residential use or a 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 a driveway 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 property being accessed.
 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 serving three or fewer dwelling units or a shared housing facility accesses a street. In no instance shall this be interpreted as exempting any access from the applicable requirements of the Bartholomew County Highway Department.

Section 7.3(Part 1)(E) – Shared Access Design Options

- E. **Shared Access Design Options:** In addition to individual driveways 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 and the applicable provisions of the Subdivision Control Ordinance:
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 (such as Frontage Roads): 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.

Section 14.2 – Definitions

Driveway: A private roadway providing access for vehicles, typically from its intersection with a public street or road, to a parking space or lot, garage, dwelling, or other structure or use of a property.

Road: A public thoroughfare located within unincorporated Bartholomew County, but excluding those within platted subdivisions, or other similar rural area that affords vehicular access to abutting property, excluding those that meet the definition of a street. *See also Street.*

Street: A public thoroughfare located within the City of Columbus or other similar urban / suburban area, including a those named road, drive, lane, avenue, place, boulevard, etc. and any other thoroughfare that affords vehicular access to abutting property. The term street also includes those public thoroughfares located within platted subdivisions within unincorporated Bartholomew County located in rural areas, but does not include any alley.

Pedestrian Circulation Standards

Section 7.3(Part 2) – Pedestrian Circulation Standards

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

- A. **Applicability**: These provisions shall apply to all development other than that related to (1) a farm, (2) a residential use with three or fewer dwelling units, or (3) a shared housing facility.
- B. **Public Sidewalks Required**: All applicable 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.