

## Parking Reform

On October 27, 2022 the Urban County Council adopted revisions to Articles 16 and 18 of the Zoning Ordinance eliminating parking minimums and mitigating the various environmental and nuisance issues that parking lots cause.

⚠ **ATTENTION: ALL ZONES**

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**ELIMINATED MINIMUM  
PARKING REQUIREMENTS  
IN ALL ZONES**

**RESIDENTIAL**

### Detached Single Family Residential and Multi-Family Residential (6 units or fewer)

<b>Driveway Widths:</b> Where parking is provided, the width of the driveway is no longer dependent on the size of the parking area, but the size of the lot frontage.	<b>Article 16-5(a)(4)</b>
<b>Driveway width exceptions:</b> Establish provisions for larger garages.	<b>Article 16-5(a)(4)(d)</b>
<b>Provided Parking Location:</b> Driveways must lead to a parking area behind the front or side street side yard.	<b>Article 16-5(a)</b>
<b>Parking in the Front Yard:</b> No parking is allowed in the front or side street side yard.	<b>Article 16-5(a)(3)</b>
<b>Shared Driveways:</b> Shared driveways are allowed but limited to a width of 20 feet.	<b>Article 16-5(a)(4)(e)</b>

### Attached Single Family Residential (regulated as above, except:)

<b>Access Requirements:</b> Establish additional locational requirements for vehicle access and shared driveways.	<b>Article 16-5(b)(1-3)</b>
<b>Shared Parking Court:</b> Create shared parking option for attached single family residential.	<b>Article 16-5(b)(4)</b>

### Multi-Family Residential (greater than 6 units, including Group Residential)

<b>Parking Location:</b> No vehicular use area (VUA) or parking between principal structure and the street.	<b>Article 16-5(C)(1)</b>
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## New Driveway Definition

**Driveway, residential:** A private paved vehicular access extending on the shortest reasonable path through the front yard or side street side yard to the off-street parking area.

**NON-RESIDENTIAL  
OR MIXED USE**

### Non-Residential or Mixed Use

<b>Parking locational standards:</b> Broken down into three sections based on zoning.		<b>Article 16-6</b>
Establish maximum amount of parking between building and street.	P-1, B-1, B-3, B-5P, B-6P, CC, MU-1, MU-2 or MU-3 zones	<b>Article 16-6(a)(2)</b>
Establish pedestrian and vehicular use connection standards.	as well as any Supportive Uses in the ED zone	<b>Article 16-6(a)(3)</b>
Eliminate parking between building and street.	B-2, B-2A, B-2B zones	<b>Article 16-6(b)(1)</b>
Establish pedestrian and vehicular use connection standards.		<b>Article 16-6(b)(2)</b>
Establish maximum amount of parking between building and street.	B-4, I-1, I-2, and ED zones	<b>Article 16-6(c)(1)</b>
Establish pedestrian and vehicular use connection standards.		<b>Article 16-6(c)(2)</b>

**ATTENTION: NEW REQUIREMENTS FOR APPLICANTS**

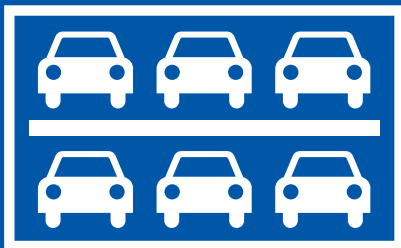
# PARKING DEMAND MITIGATION STUDY

Required during zone change for significant developments, defined as new development with a lot coverage greater than 5,000 sq. ft., except:

- Not required in B-2, B-2A, B-2B, and B-6P zones
- Not required for single family or multi-family (6 or fewer dwelling units)

Subdivision Committee may require a study for significant developments, as noted above, for a final development plan or amendment.

## PARKING STRUCTURES



Create standards for construction of parking structures (**Article 16-11**)

- Access points
- Transparency
- Ground floor activation

## BIKE PARKING & STORAGE



New bike parking requirement (**Article 16-12**)

- Where vehicular spaces are provided there shall be bike parking.
- One bike space for every 10 vehicular spaces provided
- Establish locational standards for bike parking

## LANDSCAPE STANDARDS

### Modified Perimeter Vehicular Use Area

**Removed VUA perimeter requirement table**

**VUA perimeter buffer:** Increase to 8 feet.

**Article 18-3(a)(2)(b)(1)**

**Buffer landscape requirements:**

**Article 18-3(a)(2)(b)(1)**

- Increase to a double row of hedges
- Increase to 1 tree every 25 feet
- Modify tree group requirements

### Modified Interior Vehicular Use Area

**Interior landscape area:** Increase of interior landscape area to 10%. Includes exception for loading and unloading areas for B-4, I-1, I-2, and ED zones.

**Article 18-3(b)(1)**

**Tree canopy calculation:**

**Article 18-3(b)(2)**

- Based on total VUA, replacing percentage of landscape area
- Increase to 30% of total VUA
- Modify allowable tree groups

**Locational standards:**

**Article 18-3(b)(4)**

- Reduce maximum distance between landscape areas to 90 feet
- Require landscape areas at end of every row
- Require every other row of parking to include continuous interior landscape area

**New! Landscape requirements:** Standards for landscape areas with and without trees

**Article 18-3(b)(5 & 6)**

- Establish minimum topsoil depth for areas with trees.
- Regulate dimensional requirements for tree placement.

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