

ORDINANCE NO. 295 (04-23-14)

AN ORDINANCE OF THE CITY OF TAYLOR MILL, IN KENTON COUNTY, KENTUCKY, AMENDING THE TEXT OF THE TAYLOR MILL ZONING ORDINANCE TO MODIFY THE PARKING REQUIREMENTS IN ALL DTM (DOWNTOWN TAYLOR MILL) ZONES

WHEREAS, the City of Taylor Mill has proposed text amendments to Section 9.29 of the Taylor Mill Zoning Ordinance, modifying the parking requirements for all DTM (Downtown Taylor Mill) Zones; and

WHEREAS, the proposed text amendments were reviewed by the Kenton County Planning Commission on January 2, 2014 in proceedings numbered PC-1311-0003 thereof, pursuant to the requirements of K.R.S. 100.211, and that commission recommended approval of the proposed text amendments:

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF TAYLOR MILL:

Section 1.0 – Zoning Text Amendments

The Taylor Mill zoning ordinance numbered 1977-24, as previously amended and readopted from time to time, is hereby again amended so that Section 9.29 A 13 conforms to the version of that section attached hereto and incorporated herein by reference as Attachment A, with the words and numbers being added indicated by a single solid line beneath them, and with the words and numbers being deleted indicated by a single solid line through them.

Section 2.0 – Provisions Severable

The provisions of this ordinance are severable; and the invalidity of any provision of this ordinance shall not affect the validity of any other provisions thereof; and such other provisions shall remain in full force and effect as long as they remain valid in the absence of those provisions determined to be invalid.

Section 3.0 – Conflicting Ordinances Repealed

All ordinance or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict.

Section 4.0 – Effective Date

This ordinance shall be effective as soon as possible according to law.

Section 5.0 – Publication

This ordinance shall be published in summary pursuant to K.R.S. 83A.060 (9).



DANIEL L. BELL, MAYOR

ATTACHMENT A

SEC. 9.29 DOWNTOWN TAYLOR MILL (DTM) DESIGN AND DEVELOPMENT STANDARDS

13. Off-Street Parking and Loading: Article XI, Off-Street Parking and Access Control Regulations and Article XII, Off-Street Loading and/or Unloading Regulations shall govern in addition to the following provisions.

a. For all uses in the DTM-1, DTM-2, DTM-3 and DTM-4 Zones, a ten (10) percent reduction in the required number of off-street parking spaces is allowed.

ab. Location of Off-Street Parking Facilities: Off-street parking facilities in the DTM-1 Zone shall only be permitted in the rear yard. Off-street parking facilities in the DTM-2, DTM-3, and DTM-4 shall be permitted only in side and rear yards, with not more than two (2) rows of parking in the DTM-2 Zone and not more than four (4) rows of parking in the DTM-3 and DTM-4 Zones located in any one side yard.

bc. Building Entrance Access: The location of required off-street parking facilities in the DTM-1, DTM-2, DTM-3, and DTM-4 Zones shall be within six hundred (600) feet of the building entrance to which they are intended to serve.

ed. Similar Uses: Where a use is not specifically mentioned in this ordinance, the standards for a similar listed use, as determined by the zoning administrator, shall be applied. Professional publications, including Parking Generation (Institute of Transportation Engineers), may provide guidance in determining appropriate parking standards for similar uses.

de. Interparcel Access Requirements: For all uses located in the DTM-1, DTM-2, DTM-3, and DTM-4 Zones, the property owner shall grant an access easement to each adjoining property owner located in the DTM-1, DTM-2, DTM-3, and DTM-4 Zones. The purpose of the easement is to facilitate movement of customers and their vehicles from establishment to establishment (lot to lot) without generating additional turning movements on a public or private roadway. Such interparcel access easements shall be recorded and reference to deed book and copy of such recorded easement shall be provided to the city commission.

Setbacks, curb, and perimeter landscaping requirements shall not apply to the interparcel access easement area. The interparcel access easement shall be provided subject to the following provisions:

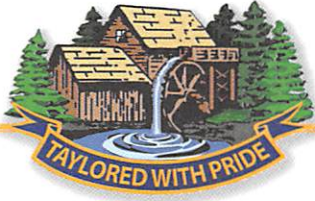
- (1) The interparcel access easement shall permit automobile access from the adjoining property to driveways and parking areas intended for customer or use; but the use of parking spaces may be restricted to the owner's customers and tenants only.
- (2) The granting of such easement shall be effective upon the granting of a reciprocal easement by the property owner.
- (3) Upon the availability of access to driveways and parking areas of the adjoining lot, the pavement or other surfacing of the owner's driveways and parking areas shall be extended to the point of access on the property line.
- (4) The location of vehicular connections across a property line should be mutually determined and constructed by both property owners. In the case of coordination problems or any factors preventing construction of an interparcel connection, the city commission shall determine the location of connection to be constructed by property owners.
- (5) Where the proposed land use is such that adverse impact of the required easement on the use of the property would outweigh the reduced impact on the public street provided by the reciprocal easements, the city commission may waive the requirement for access easements, in whole or in part, administratively.

ef. Shared Parking: Whenever possible, commercial and office uses in Downtown Taylor Mill shall share parking in common lots. Shared parking represents an arrangement whereby two or more commercial or office uses provide their required off-street parking in the same parking lot, thereby reducing the number of individual parking lots and the number of curb cuts required to serve such lots.

- (1) **Incentives:** Incentives are provided for shared parking arrangements. The following reductions in the number of off-street parking spaces required are allowed when any combination of multiple commercial and/or office uses provide off-street parking in the same parking lot, as follows:
- (a) A maximum ~~thirty~~forty (~~30~~40) percent reduction is allowed when four (4) or more commercial and/or office uses are involved.
 - (b) A maximum ~~fifteen~~thirty (~~15~~30) percent reduction is allowed when three (3) or more commercial and/or office uses are involved.
 - (c) A maximum ~~ten~~twenty (~~10~~20) percent reduction is allowed when two (2) or more commercial and/or office uses are involved.
- (2) **Required Agreements:** An agreement providing for shared use of parking facilities and interparcel access must be filed with the city commission, in a form approved by the city commission. Shared parking facility privileges will continue in effect only as long as the agreement remains in force. If the agreement is no longer in force, then parking must be provided as otherwise required by this chapter.
- fg.** **Reserved Parking:** Up to five (5) percent of the total number of required off-street parking spaces and associated access drives may be reserved or set-aside for additional parking area for future use if needed. Such areas shall be approved by the city commission and shall be shown on plans to be approved and marked as “reserved parking for future use”.
- gh.** **Pedestrian Circulation:** A safe transition shall be provided for people walking from parking lots to the building, or for pedestrians or bicyclists using a public pathway to the building entrance. The design of the parking lot should minimize areas where vehicular traffic moves in the same space with pedestrians. Walkways shall be curbed and elevated higher than parking lots to separate pedestrians from vehicular traffic. Predominant pedestrian access ways where pedestrians and vehicles intersect frequently shall be

treated with unique pavement material or colors to provide definition between pedestrian and vehicular use areas.

- h.j. **Bicycle Parking:** Off-street parking of bicycles shall be provided as follows:
- (1) For all uses there shall be one bicycle parking space for each twenty (20) automobile parking spaces or fraction thereof required in this section.
 - (2) Uses allowed to have reduced parking through Shared Parking provision of this Section shall nevertheless be required to provide bicycle spaces or lockers in the amount of one for each ten (10) automobile parking spaces or fraction thereof that would otherwise be required without the shared provision.
 - (3) The dimensions of each bicycle parking space shall accommodate the dimensions of a standard adult-sized bicycle, and shall measure no less than two (2) feet in width and six (6) feet in length. In addition to meeting these special requirements, bicycle parking racks must accommodate the use of popular locking devices used by bicyclists, including U-shaped locks.
 - (4) Whenever possible, the racks should be placed within fifty (50) feet of principal building entrances where bicyclists would naturally transition to pedestrian mode. The rack placement would ideally allow for visual monitoring by people within the building and/or people entering the building. The placement of the racks should minimize conflicts with both pedestrians and motorized traffic. All bicycle parking provided should be on concrete, and located a minimum of two (2) feet from a parallel wall and three (3) feet from a perpendicular wall.
- i.j. **Cart Corrals:** Cart corrals shall be of durable, non-rusting, all-season construction and shall be designed and colored to be compatible with the architecture and materials of the principal building served.



City of Taylor Mill

est. 1957

Certification

The undersigned, Michelle M. Frisch, Assistant City Clerk/Special Events Coordinator of City of Taylor Mill, in Kenton County, Kentucky, hereby certified as follows:

1. The foregoing Ordinance No. 295 (04-234) was introduced in writing and read to the City Commission of the City of Taylor Mill at regular or special meetings thereof on the 19th day of March, 2014, and the 23rd day of April, 2014, at which quorums were present; and said Ordinance was enacted by the City Commission of the City of Taylor Mill upon the affirmative vote of at least a majority of a quorum thereof, at the meeting thereof on the 23rd day of April, 2014, with the vote of each member of the City Commission entered upon the official record of such meeting; and
2. After the passage and adoption of the foregoing Ordinance by the City Commission of the City of Taylor Mill, it was submitted to the Mayor of the City of Taylor Mill who approved said Ordinance by affixing his signature thereto within ten (10) days after the submission thereof to him; and
3. The foregoing Ordinance was published on the 16th day of May, 2014, in the Kentucky Enquirer, a newspaper qualified therefore, pursuant to the provisions of K.R.S. Chapter 424.

Michelle M. Frisch, Assistant City Clerk/
Special Events Coordinator

Affidavit of Publication

Publisher's Fee 92.44 Affidavit Charge 10.00

State of Ohio

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} **SS.**

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Hamilton County

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Personally appeared Janice Colston

Of the The Enquirer, a newspaper printed in Cincinnati, Ohio and published in Cincinnati, in said County and State, and of general circulation in said county, and as to the Kentucky Enquirer published in Ft. Mitchell, Kenton County, Kentucky, who being duly sworn, depose and saith that the advertisement of which the annexed is a true copy, has been published in the said newspaper 1 times, once in each issue as follows:

5/16/14

- Cincinnati Enquirer
- Kentucky Enquirer
- Cincinnati.Com

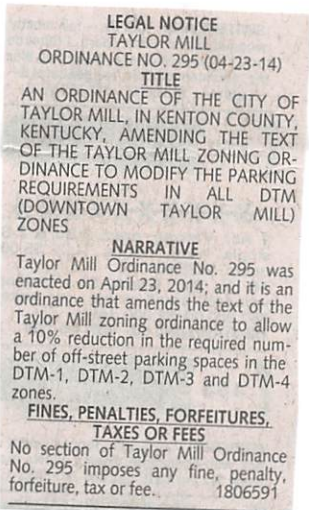
Janice Colston

AFFIANT
Sworn to before me, this

5/16/14

Crystal Williams

Notary Public of Ohio



Crystal Williams
Notary Public, State of Ohio
My Commission Expires 08-24-2015

Cystal Williams
Notary Public, State of Ohio
My Commission Expires 08-24-2015

