

Section 114.06.06: Off-Street Parking and Traffic Circulation

- (1) Purpose. The purpose of this Section is to alleviate or prevent congestion of public rights-of-way so as to promote the safety and general welfare of the public by establishing minimum requirements for the provision of off-street parking and circulation in accordance with the use of various sites and types of development. The bicycle parking requirements are intended as a means of reducing dependence on private automobiles, reducing pollution and congestion associated with automobile use, and fostering more compact development patterns which encourage bicycle, and pedestrian circulation.
- (2) Applicability. The requirements of this Section shall apply to all new development and redevelopment.
- (3) Review and Approval. Through the site plan review process (see [Section 114.10.43](#)), the Zoning Administrator shall review and approve all development for conformance with this Section.
- (4) Depiction on Required Site Plan. All required elements of the Site Plan ([Section 114.10.43](#)) shall be depicted on the submitted Site Plan for off-street parking and traffic circulation.
- (5) Computation. Fractional space requirements of up to one-half ($\frac{1}{2}$) space shall be rounded down to the next whole number and greater than one-half ($\frac{1}{2}$) rounded up to the next whole number.
- (6) Parking Quantity Standards.
 - (a) Minimum Number of Required Off-Street Parking Spaces. Off-street parking requirements for each land use are generally tied to the use's capacity and gross floor area or the number of employees at the subject property during the largest work shift.
 1. The term "capacity" means the maximum number of persons that may be accommodated by the use as determined by its design or by state building code regulations, whichever number is greater.
 2. The term "employees on the largest work shift" means the maximum number of employees working at the facility during a single given day, regardless of the time period during which this occurs, and regardless of whether any such person is a full-time employee. The largest work shift may occur on any particular day of the week or during a lunch or dinner period in the case of a restaurant.
 3. The term "gross floor area" shall mean the total floor area inside the building envelope on all levels of a building.
 - (b) A garage stall shall be considered a parking space (see subsection (7) below).
 - (c) One reserved parking space shall be provided for each service vehicle used by the operation during business hours.
 - (d) See [Figure 114.06.06a](#) for the number of parking spaces required by land use. Also, see [Figure 114.06.06b](#) for the number of ADA-compliant off-street parking spaces required by land use. See [Section 114.06.06\(7\)\(i\)](#) for minimum bicycle parking spaces required by land use.
 - (e) Potential Reduction in Minimum Parking Requirements. The parking requirements listed in [Figure 114.06.06a](#) can be reduced, eliminated, or increased as determined by the Plan Commission through a Conditional Use Permit, Planned Development, Site Plan review, or Parking Study. The following factors shall be used to determine a reduction in minimum parking requirements:
 1. The proposed development or lot has unique or unusual characteristics which factor into creating a parking demand that may not be typical in comparison to other land uses.
 2. The lot and its surroundings provide an opportunity to address the anticipated parking demand of the proposed land use.

3. Pedestrian and bicycle connectivity is provided and connects to adjacent pedestrian and bicycle facilities. Also see [Section 114.06.06\(7\)\(i\)](#).
 4. The need for additional parking can be reasonably met through provision of on-street or shared parking with nearby uses.
- (f) **Parking Studies.** The Zoning Administrator or Plan Commission may require a parking study to determine parking requirements. Where a parking study is required, the study shall contain information on the anticipated number of employees, customers, visitors, clients, shifts, events, or deliveries to the use, and may refer to other studies or similar situations elsewhere.
- (g) **Partial or Phased Development of Required Parking Spaces.**
1. Any development may seek permission from the Plan Commission to phase-in a portion of its required parking at time of site plan review; however, the site plan shall depict the minimum number of required parking spaces.
 2. Areas required for parking, but not immediately improved, shall be reserved for future parking.
 3. Undeveloped future parking areas shall be seeded with a grass mix or vegetative cover acceptable to the Zoning Administrator until said area is developed into a parking surface.
- (h) **Joint Off-Site Parking Facilities.**
1. Parking facilities which have been approved by the Plan Commission to provide required parking for one or more uses shall provide a total number of parking spaces which shall not be less than the sum total of the separate parking needs for each use during any peak hour parking period when said joint parking facility is utilized at the same time by said uses.
 2. **Joint Use Parking Facility.** Up to a 50 percent reduction in the number of required parking spaces may be authorized by the Zoning Administrator, following approval of a plan which provides for a collective parking facility serving multiple separate land uses.
 3. **Day-Night Use Parking Facility.** The Zoning Administrator may authorize the shared day-night use of parking facilities under the following conditions:
 - a. Up to 50 percent of the parking facilities by nighttime uses may be supplied by the off-street parking facilities of daytime uses.
 - b. Up to 50 percent of the parking facilities of daytime uses may be supplied by the off-street parking facilities of nighttime uses.
 4. The applicant(s) for approval of a joint or day-night use parking facility shall demonstrate to the satisfaction of the Zoning Administrator that there is no substantial conflict in the demand for parking during the principal operating hours of the uses for which the joint parking facility is proposed to serve. Conditions required for joint use shall be as follows:
 - a. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within 1,000 feet of such parking facilities. A walkway shall be provided between joint off-site parking facilities meeting the standards of [Section 114.06.03\(4\)\(b\)](#).
 - b. A properly drawn legal instrument, executed by the parties concerned for joint use of off-street parking facilities, duly approved as to form and manner of execution by the City attorney, shall be recorded at the Register of Deeds. Said agreement shall cover a period of no less than 30 years. Joint use parking privileges shall continue in effect only so long as such an instrument, binding on all parties, remains in force. If such

instrument becomes legally ineffective, then parking shall be provided as otherwise required in this Chapter.

Figure 114.06.06a: Number of Off-Street Parking Spaces Required by Land Use

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Land Use		Minimum Number of Off-Street Parking Spaces Required	Maximum Number of Off-Street Parking Spaces Permitted
Residential	Apartments/Multiplex, Townhomes	1.5 space per studio/one-bedroom unit, 2 per two-bedroom or greater unit	None
	Boarding Housing Living Arrangement	1 space per room for rent	None
	Duplex, Twin House, Two-Flat	2 space per dwelling unit	None
	Single-Family Dwelling Unit, Mobile Home, Mobile Home Subdivision or Park	2 space per dwelling unit	None
DMU Zoning	All Land Uses In the DMU Zoning District	None	None
Mixed-Use	Mixed-Use Building, Live/Work Unit	Per the minimum of each individual land use	Per the maximum of each individual land use
Commercial	All Commercial Land Uses, Unless Specified Below	1 space per 500 square feet of gross floor area	2 spaces per 500 square feet of gross floor area
	Bed and Breakfast	1 space per bedroom, plus minimum required for principal residence	2 spaces per bedroom, plus maximum required for principal residence
	Campground	1 space per campsite	None
	Commercial Indoor Lodging	1 space per room for rent, plus 1 space per each employee on the largest work shift	2 space per room for rent, plus 2 space per each employee on the largest work shift
	Drive-Through and In-Vehicle Sales and Service	Per the minimum of all other principal land use	Per the maximum of all other principal land use
	Golf Course	1 space per 500 square feet of gross floor area, plus 1 space per each employee on the largest work shift	None
	Daycare Center (9+ children), Indoor Vehicle and Boat Sales, Outdoor Maintenance Service, Outdoor Vehicle and Boat Sales	1 space per each employee on the largest work shift	2 spaces per each employee on the largest work shift
	Indoor Commercial Entertainment, Intensive Outdoor Activity, Outdoor Commercial Entertainment, Water Related Recreation	1 space for every 5 persons at maximum capacity	2 spaces for every 5 persons at maximum capacity
	Outdoor Sales and Display	1 space per 500 square feet of gross outdoor display area	2 spaces per 500 square feet of gross outdoor display area

Land Use		Minimum Number of Off-Street Parking Spaces Required	Maximum Number of Off-Street Parking Spaces Permitted
Institutional	Active Outdoor Recreation, Passive Outdoor Recreation, Indoor Institutional, Institutional Residential	Determined by the Plan Commission	Determined by the Plan Commission
	Community Living Arrangement 1-8, 9-15, 16+	1 space per each employee on the largest work shift	1.5 space per each employee on the largest work shift
	Small Scale Public Services and Utilities, Outdoor Open Space Institutional	None	None
	Large Scale Public Services and Utilities	1 space per each employee on the largest work shift	1.5 space per each employee on the largest work shift
Industrial	All Industrial Land Uses	1 space per each employee on the largest work shift	1.5 space per each employee on the largest work shift
Storage	All Storage Land Uses	1 space per each employee on the largest work shift	1.5 space per each employee on the largest work shift
Transportation	Airport and Transit Center	Determined by the Plan Commission	Determined by the Plan Commission
	Distribution Center and Freight Terminal	1 space per each employee on the largest work shift	1.5 space per each employee on the largest work shift
	Heliport, Off-Site Parking Lot, Off-Site Structure Parking	None	None
Telecommunication	Communication Tower	None	None
Extraction	All Extraction and Disposal Land Uses	1 space per each employee on the largest work shift	1.5 space per each employee on the largest work shift
Energy	Large Solar Energy System, Large Wind Energy System	None	None
Agricultural	Agricultural Services, Cultivation, Husbandry, Intensive Agriculture	1 space per each employee on the largest work shift	None
	Community Garden	None	None
	On-Site Agricultural Retail	1 space per 500 square feet of gross floor area	None
Accessory	All Accessory Land Uses	None, except as required for the principal land use	None, except as required for the principal land use
	Accessory Dwelling Unit	none	None
	Home Occupation	1 space per non-resident employee	None

Land Use		Minimum Number of Off-Street Parking Spaces Required	Maximum Number of Off-Street Parking Spaces Permitted
	Short-Term Residential Rental	A minimum of one off-street parking space per sleeping room shall be provided on the subject property for each Short-Term Residential Rental	None
Temporary	All Temporary Land Uses	None, except as required for the principal land use	None, except as required for the principal land use

*The Plan Commission may consider alternative available off-site parking to satisfy the minimum off-street parking space requirements of [Figure 114.06.06a](#). Said alternative available off-site parking shall not include a City-owned public parking facility or on-street public parking facility. See [Section 114.06.06\(6\)\(h\)](#) for joint parking facility requirements.

Figure 114.06.06b: Number of Handicap Off-Street Parking Spaces Required by Land Use*

Total Parking Spaces Provided		Required Minimum Number of Accessible Spaces
All Land Uses	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% of total
	More than 1,000	20 plus one for each 100 over 1,000

* Per IBC Section 1106.1. Any existing parking areas intended to be restriped shall provide accessible parking spaces per the requirements above in accordance with the 2010 ADA Standards for Accessible Design.

(7) Design Standards.

- (a) Parking Space Design Standards. Other than accessible parking, permitted parking in residential driveways, and where otherwise regulated in this Section, each off-street parking space shall comply with the minimum requirements of Figure 114.06.06c. All parking spaces shall have a minimum vertical clearance of at least 7 feet.

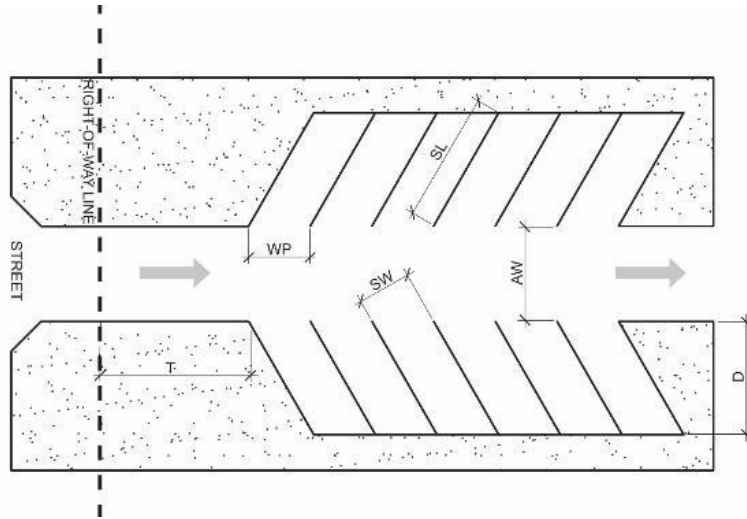
Figure 114.06.06c: Parking Layout Dimensions

Minimum Permitted Dimensions	Parking Angle in Degrees				
	0°	45°	60°	75°	90°
Stall Width at Parking Angle (SW)	9'	9'	9'	9'	9'
Stall Width Parallel to Aisle (WP)	20'	12'	10'	9'	9'
Stall Depth to Wall (D) ¹	9'	18'	18'	18'	18'
Stall Length (SL)	18'	20'	20'	20'	18'
Cross Aisle Width for 1-way traffic flow (AW)	14'	14'	14'	14'	14'
Cross Aisle Width for 2-way traffic flow (AW)	24'	24'	24'	24'	24'
Throat Length (right-of-way to parking angle) (I) ²	Figure 114.06.06d				

Notes:

¹Stall Depth (D) may be reduced by 2 feet, provided vehicle overhang is located over a landscaped area or pedestrian walk if said walk is oversized to provide a minimum of 5 feet of clear pedestrian access and a concrete curb or wheel stop is provided to protect vegetation and pedestrians.

²In no case shall the throat length be less than the required pavement setback.



(b) Parking Space Design for Single and Two-Family Uses.

1. Surfacing. All off-street parking and traffic circulation areas shall follow the surfacing requirements [Section 114.06.06\(7\)\(f\)](#).
2. Legal Spaces. Parking spaces shall be provided either within a garage, in a driveway, or as uncovered parking spaces meeting the requirements of this Section. See [Figures 114.06.06c](#).
3. Driveway Parking Spaces. A driveway parking space shall be at least 12 feet wide and 18 feet deep. Driveway Parking Spaces may be stacked when each space in the stack is for the same dwelling unit.
 - a. Parking is not permitted in the front yard, except for driveways leading to legal parking spaces.
4. Lots shall not exceed the maximum impervious surface ratio for the applicable zoning district.

(c) Parking Space Design for Multi-Family Land Uses served by individual driveways shall comply with the following standards:

1. Surfacing. All off-street parking and traffic circulation areas shall follow the surfacing requirements of [Section 114.06.06\(7\)\(f\)](#).
2. Driveway Parking Spaces.
 - a. Driveways shall be considered legal, "stacked" (meaning in front of one another) parking spaces for all required stalls.
 - b. Required parking spaces may be located in a driveway or in a garage. Each space shall be at least 12 feet wide and 18 feet deep.
3. Parking is not permitted in the front yard, except for driveways leading to legal parking spaces.
4. All driveways shall meet the minimum pavement setbacks as required in [Sections 114.04.11 to 114.04.14](#) for the applicable zoning district.

5. Any uncovered parking spaces associated with these land uses shall meet the minimum requirements of [Section 114.06.06\(d\)](#) below.
- (d) Off-Street Parking and Traffic Circulation Standards for Multi-Family and Nonresidential Uses.
1. Circulation. The site shall be designed to provide for the safe and efficient movement of all traffic entering, exiting, and circulating on the site. Circulation patterns shall conform to the general rules of the road. All traffic control measures shall meet the requirements of the Manual of Uniform Traffic Control Devices.
 - a. Traffic patterns which are determined as too complicated by the City Engineer shall be prohibited. Complications may be identified due to steep grades, inadequate throat depths, offset intersections, too many intersections within a particular area, dangerous and conflicting traffic movements, movements compromised by limited visibility, or restricted turning radii for the types of vehicles likely present on the site.
 2. Surfacing. All off-street parking and traffic circulation areas shall follow the surfacing requirements of [Section 114.06.06\(7\)\(f\)](#).
 3. Drainage. All off-street parking and traffic circulation areas shall be designed in such a manner as not to alter the surface water drainage pattern on adjacent properties nor cause erosion, and to meet the requirements of [Chapter 104](#) of the City of Columbus Municipal Code.
 4. Marking. All off-street parking and traffic circulation areas shall be marked, striped, and maintained in a clear and visible manner which clearly indicates parking spaces, pedestrian walkways, and other designated areas.
 5. Curbing. A 6-inch-high curb shall be installed around all traffic circulation, parking areas, and internal landscape islands, except as follows:
 - a. Where stormwater management facilities are utilized as part of an approved grading and drainage plan, use of curb cuts or other alternatives to the installation of curbing may be considered by the City Engineer, provided that measures are taken to protect the landscaping from vehicular circulation damage. See also landscaping requirements in [Section 114.08.30\(2\)](#).
 - b. For industrial uses within industrial zoning districts, curbing is only required adjacent to buildings, planting islands, required front yards, and where necessary to prevent any part of a vehicle from extending over or beyond any pedestrian paths or rights-of-way.
 6. Access. Each off-street parking space shall open directly upon an aisle or driveway that is wide enough to provide a safe and efficient means of vehicular access to the parking space without directly backing or maneuvering a vehicle into any pedestrian way or right-of-way.
 7. Location. All traffic circulation areas shall meet the minimum pavement setbacks as required in [Sections 114.04.11 to 114.04.14](#) for the applicable zoning district.
 8. Lighting. See [Section 114.06.20](#).
 9. Signage. All signage located within, or related to, required off-street parking or traffic circulation shall comply with the requirements of [Article IX](#).
 10. Landscaping and Screening. Parking lots shall meet the screening requirements of [Section 114.06.06\(7\)\(h\)](#). Landscaping used to meet this requirement shall count toward the landscaping required for paved areas in [Article VIII](#).
 11. Minimum Permitted Throat Length.

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- a. Refer to Figure 114.06.06d below to determine the minimum permitted throat length of access drives serving parking lots as measured from the right-of-way line along the centerline of the access drive. As determined by the Zoning Administrator, the minimum permitted throat length standard may be met with the length of the access drive measured as the shortest distance from the curb to the traffic circulation or parking area when there is adequate driveway length to meet the standards below for the applicable land use.
- b. In no case shall the throat length be less than a surface parking lot's minimum required setback.

Figure 114.06.06d Minimum Permitted Throat Length

Land Use	Type	Scale of Development	Type of Access Street	
			Collector	Arterial
Residential	Any Residential	0-100 dwelling units	20'	-
		101-200 dwelling units	50'	75'
		201+ dwelling units	75'	125'
Commercial	All Commercial Uses	0-25,000 gross sq.ft.	20'	50'
		25,001-100,000 gross sq.ft.	25'	75'
		100,000-500,000 gross sq.ft.	50'	100'
		500,001+ gross sq.ft.	75'	200'
Industrial	All Industrial uses	0-100,000 gross sq.ft.	20'	50'
		100,000-500,000 gross sq.ft.	50'	100'
		500,000+ gross sq.ft.	50'	200'
All Other Use	6+ Parking Space		20'	50'

(c) Special Provisions for Nonconforming Parking Lots.

1. Legally established parking facilities constructed prior to the effective date of this Chapter which do not meet the minimum setbacks required by this Chapter shall be permitted to be reconstructed with reduced setbacks, subject to approval of a parking lot layout plan by the Plan Commission. Said parking lot layout plan shall be designed in accordance with the dimensions identified in Figure 114.06.06c of this Chapter. Parking lot setback reductions shall only be provided in the following instances:
 - a. To prevent the loss of legal parking spaces as required by this Chapter.
 - b. To prevent the loss of required internal circulation aisles.
 - c. To retain the functionality of the parking lot.
2. The remaining setback area shall be devoted to landscape buffer area per the landscape requirements for paved areas described in Section 114.08.30(2). If, in the opinion of the Zoning Administrator, the remaining setback area cannot effectively support any type of vegetation, the parking facility may be reconstructed to the existing setback, with the exception that curbing, decorative masonry wall, and/or wrought iron fence be installed along said parking lot perimeter to prevent vehicles from encroaching over the right-of-way or property lines.
3. Parking lots with existing curbing installed along perimeter property lines and adjacent to the right-of-way shall be allowed to be reconstructed inside of said curbed area.

4. The provisions of this Chapter pertaining to the installation of curbing located in [Section 114.06.06\(7\)\(d\)5](#), and internal landscaping located in [Section 114.08.30\(2\)](#) shall not apply to the reconstruction of parking lots of 50 stalls or less.
- (f) Surfacing.
1. All off-street parking, loading, and traffic circulation areas shall be graded and surfaced so as to be dust-free and properly drained and shall be paved with a hard, all-weather or other surface. Also see [Chapter 86](#) of the Columbus Municipal Ordinance.
 - a. Paved pads surfaced with concrete or asphalt may be used for recreation equipment trailer storage or residential utility trailer storage in any provided interior side yard or rear yard.
 - b. Paved pads surfaced with concrete or asphalt are required for any motorized vehicles including passenger vehicles, light trucks, recreational vehicles (RVs), and any recreation equipment not on a trailer.
 2. The following shall be exempt from these surfacing requirements:
 - a. Driveways in the AG, and PR districts shall be exempt.
- (g) Installation and Maintenance.
1. Off-street parking and circulation areas and required screening and landscaping shall be continuously maintained in good condition and appearance. Surfacing, lighting, barriers, markings, planting materials, and all other aspects of the off-street parking and circulation facility shall be repaired or replaced in compliance with the provision of this Chapter.
 2. All off-street parking and traffic circulation areas shall be completed prior to building occupancy and shall be maintained in a dust-free condition at all times, except for approved phased development of parking spaces as provided for by [Section 114.06.06\(6\)\(g\)](#), above. In no instance or manner shall any off-street parking or traffic circulation area be used as a storage area, except as provided for by [Section 114.03.16](#).
- (h) Screening Requirements. All uncovered parking areas shall meet the minimum landscaping requirements for paved areas in [Article VIII](#) and minimum pavement setback requirements for the applicable zoning district in [Article IV](#).
- (i) Bicycle Parking Standards.
1. Required provision of bicycle parking areas.
 - a. For all Multi-Family Land Uses, 0.25 bicycle parking spaces shall be provided per dwelling unit. The Plan Commission can reduce such standards following a determination that there is no safe method for bicycles to access the subject property.
 - b. For Commercial Land Uses, four bicycle parking spaces shall be provided per use. The Plan Commission can reduce such standards following a determination that there is no safe method for bicycles to access the subject property. Properties zoned DMU, Downtown Mixed Use are not required to provide bicycle parking.
 - c. The automobile parking requirements may be reduced by providing additional bicycle parking. After the bicycle parking requirement has been met, a minimum of four bicycle parking spaces may be provided in lieu of one required automobile parking space.
 - d. All bicycle parking racks shall permit the locking of the bicycle frame and one (1) wheel to the rack and shall support a bicycle in a stable position. All racks shall accommodate cable locks and “U” locks including removing the front wheel and locking it to the rear fork and frame. The “inverted-U” type bike rack is the preferred bicycle parking rack

and means of providing off-street bicycle parking spaces as required in this Section (“wheel-bender” style bike racks do not provide sufficient support). One inverted-U type rack will count as 2 bicycle parking spaces. Freestanding bicycle parking racks shall be securely fastened to the ground.

- e. Bicycle parking spaces shall be located on a paved or pervious, surface with a slope no greater than three percent (3%). Surfaces shall not be gravel, landscape stone, or wood chips.
- f. Bicycle parking spaces shall be a minimum of two (2) feet by six (6) feet. There shall be an access aisle a minimum of five (5) feet in width. Each required bicycle parking space shall be accessible without moving another bicycle and its placement shall not conflict with pedestrians and motorized traffic. Bicycle racks shall be installed to the manufacturer’s specifications, including the minimum recommended distance from other structures. The spaces shall be placed where bicyclists would naturally transition to pedestrian mode.

(8) Locational Standards.

(a) Locational Prohibitions for Off-Street Parking Areas.

- 1. On a lot containing a single family or two-family dwelling unit, off-street parking shall not be located between the principal structure and a street right-of-way, except within residential driveways leading to a legal parking space.
- 2. No private parking shall occur within the right-of-way or any interior traffic circulation areas.

(b) Setbacks.

- 1. The distance from an off-street parking area to the property line of an abutting property shall meet the required setbacks in [Article IV](#).
- 2. Existing parking areas that do not meet the requirements of this Chapter may be maintained or repaired at their setback as of the effective date of this Chapter.

(9) Limitations on Uses of All Off-Street Parking Areas.

- (a) All vehicles shall be in condition for safe and legal performance on public rights-of-way, be registered, and display current license plates.
- (b) Under no circumstances shall any vehicle or equipment be used as living quarters, except in approved Campground land uses.
- (c) Outside of active construction activities associated with an approved Building Permit, vehicles or equipment not normally associated with a residential use shall not be parked or stored outdoors on a residential property except for as provided in subsection (d) below. On a nonresidential property, such vehicles or equipment shall not be parked or stored outdoors, except in areas identified on an approved site plan for the purpose of heavy vehicle parking or an Outdoor Storage land use. Such vehicles or equipment include:
 - 1. Construction equipment such as bulldozers, backhoes, skid steers, and fork lifts
 - 2. Dump and stake body style trucks
 - 3. Cube type vans and trucks
 - 4. Landscaping business equipment such as tractors, tree spades, graders, and scrapers
 - 5. Semi-trailers and tractors
 - 6. Concession, vending, and catering trailers

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7. Commercial/industrial equipment trailers and lifts
8. Tow trucks, wreckers, or car carriers except for 1 light-duty tow truck (not a roll back, flat bed, or carrier type) with a gross vehicle weight not exceeding 12,000 pounds may be parked on a residential lot when on call, operating under the rotating call list established and kept by the City of Columbus Police Department
9. Amusement rides and similar vehicles
- (d) In residential districts and on lots associated with residential uses, accessory off-street parking facilities shall be solely for the parking of motor vehicles, which shall be regulated as follows:
 1. No front yard of any residential district and no front yard of a lot associated with a residential use shall be used for the parking of a motor vehicle except in approved driveways. Motor vehicles parked on any legal driveway shall not be permitted within five feet of any right-of-way line of a street.
 2. No person shall park any motor truck, truck trailer, trailer, semitrailer or any other vehicle or combination of vehicles weighing more than 30,000 pounds 30 feet in length, or 11 feet in height, except recreational vehicles or motor homes are permitted if parked in a driveway or other legal off-street parking space.
 3. A recreational vehicle (RV) associated with and customary to residential uses may be parked as if a passenger vehicle but shall not be utilized for the storage of goods, materials, or equipment other than that which is considered part of the RV or essential to its function.
 - a. No person shall park or store any recreational equipment within the front yard or corner side yard of any residential zoning district unless the equipment is parked on a driveway which meets all of the requirements in this Section.
 - b. Recreational equipment may be stored on a surface meeting the requirements of Section 114.06.06(7)(f) in the rear yard or the interior side yard areas. If the rear yard of a corner lot abuts the side yard of an adjacent residence, any recreational equipment stored in said rear yard shall not be closer to the street than the required front yard setback distance for said adjacent residence.
 - c. Recreational equipment longer than thirty (34) feet shall not be stored anywhere outdoors in any residential zoning district unless the piece of recreational equipment is being loaded, unloaded, cleaned or otherwise prepared for use or extended storage. The time period that recreational equipment longer than thirty (30) feet may be kept outdoors shall not exceed seven (7) days. For purposes of this subsection, the length of a piece of recreational equipment shall include any portion of a trailer that the equipment is loaded onto.

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