

## ARTICLE XIII - OFF-STREET PARKING AND ACCESS CONTROL REGULATIONS

In all *zones*, *off-street parking* facilities for the storage or parking of *motor vehicles* for use of occupants, employees, and patrons of the *building* hereafter erected, altered, or extended, and all *uses* of the land after the effective date of this Ordinance, shall be provided and maintained as herein prescribed. However, where a *building permit* has been issued prior to the date of adoption of this Ordinance and provided that construction has not begun within ninety (90) consecutive calendar days of such effective date, *off-street parking* facilities in the amounts required by this Ordinance shall prevail.

### SECTION 13.0 - GENERAL REQUIREMENTS

- A. COMPUTATION OF PARKING SPACES - In determining the number of parking spaces required, if such spaces result in fractional parts thereof, the number of said spaces required shall be construed to be the next highest whole number.
- B. ADDITIONAL PARKING SPACES TO BE PROVIDED- Whenever the intensity of *use* of any *building*, *structure*, or premises shall be increased through addition of *dwelling units*, *gross floor area*, seating capacity, change of *use*, or other units of measurement specified herein - additional parking spaces shall be provided in the amounts hereafter specified for that *use*, if the existing parking space is inadequate to serve such increase in intensity of *use*.

Location of Off-Street Parking Facilities:

1. *Off-street parking* facilities shall be located as follows:
  - a. Residential Zones - (R-1A, R-1B, R-1C, R-1H, R-2) *Off-street parking* may be permitted in *driveways* in the *front*, *side*, and *rear yards* of *permitted uses* in these *zones*, provided all requirements of this ordinance are met. A *driveway* that is greater than ten (10) feet in width may be located in the *front yard* in these *zones* provided that the additional parking spaces will not cause the ratio of unpaved to paved area in the *front yard* to be less than 3:1.
  - b. Multi-family Residential Zones - (R-3): *Off-street parking* may be *permitted uses* in these *zones*, provided that *off-street parking* facilities shall be set back a minimum of three (3) feet from the *rear lot line*. *Off-street parking* may be permitted in required *front yard*, only if approved according to approved *development plan*.
  - c. Special Development Zones - (RCD, PUD, MHP): *Off-street parking* shall be located as designated on the approved plan.
  - d. Commercial and Industrial Zones:
    1. Except as herein provided, *off-street parking* may be permitted in minimum required *front*, *side*, and *rear yards* of these *zones*, provided that all *off-street parking* facilities shall be set back a minimum of five (5) feet from any street right-of-way lines.
    2. I-1 Zone: *Off-street parking* may be permitted in the *side* and *rear yards*, provided that all *off-street parking* facilities shall be set back a minimum of five (5) feet from the *rear lot line*, and shall not be permitted in the minimum required *side yards*. *Off-street parking* may be permitted in minimum *front yards*, provided that all minimum *front* and *side yard* requirements are maintained.

2. All *off-street parking* facilities shall be located on the same *lot* as the *building* served, except for the following:
  - a. *Permitted uses* locating within multi-family and *industrial zones* may supply *off-street parking* within three hundred (300) feet from such *lots* served, upon approval of the *Zoning Administrator*, providing that such *off-street parking* facilities are unable to be provided on the same *lot* or contiguous to the same *lot* as the *building* being served. In addition, said *off-street parking* shall be located in the same *zone* as the *use* being served.
  - b. Existing single, two, or multi-family *dwellings*, which are *permitted uses* herein and occupy a *lot* of such size that *off-street parking* could not be provided on the same *lot* as the *use* being served, said *off-street parking* may be permitted to locate within a distance not to exceed three hundred (300) feet from said *dwelling* or *dwellings* upon approval of the *Zoning Administrator*. In addition, said *off-street parking* lot shall be located in the same *zone* as the *use* being served.
  - c. *Off-street parking*, as required for "*conditional uses*" may be permitted to locate on another *lot* than the *building* or *use* being served is located, when approved by the *Board of Adjustment*, provided that said parking is located within reasonable walking distance of the *use* or *building* being served and available at all times without restrictions for said purposes.
- D. Collective Parking Provision - Collective *off-street parking* facilities may be provided; however, the area for such parking facilities shall not be less than would otherwise be individually required.
- E. Driveways Not Computed As Part of Required Parking Area - Entrances, exits, or *driveways* shall not be computed as any part of required parking lot or area, except in the case of single-family *residential zones*, where access *driveways* may be used for parking.
- F. Off-Street Parking Space To Be Used For Parking Only - Any vehicle parking space shall be used for parking only. Any other *use* of such space, including repair work or servicing of any kind other than in an emergency, or the requirement of any payment for the *use* of such space, shall be deemed to constitute a separate *commercial use* in violation of the provisions of this ordinance.
- G. No Building To Be Erected in Off-street Parking Space - No *building* of any kind shall be erected in any *off-street parking* lot except a *parking garage* containing parking spaces equal to the requirements set forth in this section of the ordinance or a shelter house booth for a parking attendant providing the number of spaces required are not reduced.
- H. Parking Plan Approval Required - Plans for all parking lot facilities, including *parking garages*, shall be submitted to the *Zoning Administrator* for review and for compliance with the provisions of this ordinance and for compliance with the provisions of this ordinance and such other pertinent ordinances of the *City*. Such plans shall show the number of spaces and arrangements of parking, aisles, location of *access points* onto adjacent streets, provisions for vehicular and pedestrian circulation, location of sidewalks and curbs on or adjacent to the property, utilities, location of shelters for parking attendance, locations of *signs*, typical cross-sections of pavement, including base and proposed grade of parking lot, storm drainage facilities, location and type of lighting facilities and such other information or plans as the circumstances may warrant. Where such parking plans include provisions for *access points* to adjacent streets, then said plans shall also be prepared in accordance with the requirements of Section 13.2.

**SECTION 13.1 - DESIGN AND LAYOUT OF OFF-STREET PARKING AREA:**

- A. Size of Off-Street Parking Spaces - For the purposes of this ordinance, one (1) parking space shall be a minimum of nine (9) feet in width and eighteen (18) feet in length, exclusive of access drives or aisles. Such parking space shall have a vertical clearance of at least seven (7) feet.
  
- B. Width of Access Drives - All *off-street parking* areas shall be laid out with the following minimum aisle or access drive widths:
  - 1. Ninety (90) degree (perpendicular) parking -- Twenty two (22) feet (either one or two way circulation);
  - 2. Sixty (60) degree (angle) parking -- Fifteen (15) feet (one way circulation only);
  - 3. Forty-five (45) degree (angle) parking -- Twelve (12) feet (one way circulation only);
  - 4. Thirty (30) degree (angle) parking -- Eleven (11) feet (one way circulation only);
  - 5. Zero (0) degree (parallel) parking -- Twelve (12) feet (one way circulation).

When any combination of these types of parking is used (facing the same aisle) the most restricted aisle or access drive with requirements shall prevail. In addition, a two-foot overhang may be permitted on the external sides of a parking area.

If the width of the parking space is increased (over 9 feet) the drive aisle width can be decreased proportionally (2 foot width in drive aisle per 1 foot increase in space width, except that a drive aisle for 2-way traffic may not be decreased below 20 feet in width and a drive aisle for 1-way traffic may not be decreased below 11 feet in width).

- C. Access to Off-Street Parking Spaces - Each required parking space shall be connected with a deeded public right-of-way by means of aisles or access drives as required by Section 13.1 (B). The parking area shall be so designed to ensure that all maneuvering into and out of each parking space shall take place entirely within property lines of *lots*, garages, and/or storage areas.
  
- D. Off-Street Parking Areas in Multi-Family, Commercial, or Industrial Zones - All such parking areas shall have a protective wall and/or bumper blocks around the perimeter of said parking area and shall be so designed that all vehicles leaving the facility will be traveling forward to approaching traffic. All parking shall be effectively screened on each side adjoining or fronting on any property situated in a *zone* permitting single-family *residential* development , by a solid wall, *fence*, or density planted compact hedge as regulated by Section 9.17 of this ordinance. Ground cover shrubs and trees shall be located and maintained so not to interfere with vehicular and pedestrian traffic on the property or with sight distance clearance at entrances and exits.
  
- E. Lighting- Any lighting used to illuminate *off-street parking* areas shall not glare upon any right-of-way or adjacent property.
  
- F. Paving of New Off-Street Parking Area - All new *off-street parking* areas shall be paved with asphalt or concrete and shall be designed and constructed in accordance with Appendix A and the Kentucky Building Code.

**SECTION 13.2 SPECIFIC OFF-STREET PARKING REQUIREMENTS:** The amount of *off-street parking* space required for *uses, buildings, or additions* and changes in intensity of *uses* thereto shall be determined according to the following requirements, and the space, so required, shall be stated in the application for a *zoning* and *building permit* and shall be reserved for such *use*. Where more than one *use* is located in the same *building*, each individual *use* shall be in accordance with the *off-street parking* requirements of this section of the Ordinance.

<u>TYPES OF USES</u>	<u>REQUIRED NUMBER OF SPACES</u>
A. Bus Terminals Railroad Passenger Stations	One (1) parking space per each four (4) seating accommodations for waiting passengers, plus one (1) parking space per each two (2) employees on shift of largest employment.
B. Car wash	One (1) parking space for each employee, plus one (1) space per owner or manager and reservoir space equal to five (5) times the capacity of the facility.
C. Automobile Repair Services Gas Stations	One (1) parking space for each gas Pump island, plus two (2) parking spaces for each working bay, plus one (1) parking space for each employee on shift of largest employment.
D. Barber Shops Beauty Parlors	Two (2) parking spaces per barber and/or beauty shop operator.
E. Bowling Alleys	Five (5) parking spaces for each lane, plus one (1) parking space for each two (2) employees on shift of largest employment.
F. Governmental Facilities	One (1) parking space for each two hundred (200) square feet of <i>gross floor area</i> .
G. Commercial or trade schools	One (1) parking space for each two (2) students based on design capacity of the school, plus one (1) parking space for each employee.
H. Adult Day Cares Assisted Living / Residential Care Facilities Child Care Centers Nursing Home	One (1) parking space for each two (2) beds, plus one (1) parking space for each two (2) employees or staff members, including nurses, on shift of largest employment, plus one (1) parking space per doctor.

TYPES OF USES

REQUIRED NUMBER OF SPACES

I.	Dormitories, fraternities, Sorority House and other group housing	One(1) parking space per each two residents, plus one(1) parking space per owner or operator; plus one(1) parking space per employee ;or one(1) parking space for each two seats for membership meetings, whichever is greater, based on design capacity.
J.	Single-Family Dwelling Two-Family Dwelling	Two (2) parking spaces. Four (4) parking spaces, with individual access for Each <i>dwelling unit</i> , or a joint access in which no parking is permitted on the access drive.
K.	Multi-Family Dwellings	One and one-half (1-1/2) parking spaces for every one (1) bedroom <i>dwelling unit</i> and two (2) parking spaces for every <i>dwelling unit</i> with two (2) or more bedrooms
L.	Elderly / Retirement Housing	One (1) parking space for every two (2) units.
M.	Restaurants	One (1) parking space for each: A. 30 square feet of <i>gross floor area</i> in drive-in restaurant; B. 140 square feet of <i>gross floor area</i> in a <i>carry-out restaurant</i> ; C. 40 square feet of <i>gross floor area</i> or two (2) seating accommodations based on maximum seating whichever is greater in a combination restaurant; D. Two (2) seating accommodations based on maximum seating capacity in a <i>sit-down restaurant</i> : plus one (1) parking space per each (2) employees on shift of largest employment in any type restaurant.
N.	Fire Stations	One (1) parking space per each person on duty on largest shift.
O.	Hospitals / Health Care Facilities	One (1) parking space for each two (2) beds, plus one (1) parking space for each two (2) employees or staff members, including nurses, on shift of largest employment, plus one (1) parking space per doctor.

TYPES OF USES

REQUIRED NUMBER OF SPACES

P.	Laundromats / Dry Cleaners	One (1) parking space for each two (2) washing machines
Q.	Art Galleries Libraries Museums	One (1) parking space per each four (4) seats in rooms for public assembly or one (1) parking space for each fifty (50) square feet of <i>gross floor area</i> for use by the public, whichever is greater, plus one (1) parking space for each two (2) employees on shift of largest employment.
R.	Human Care Clinics	Five (5) parking spaces per each practitioner, plus one (1) parking space per each two (2) employees, or one (1) parking space per each two hundred (200) square feet of <i>gross floor area</i> in the <i>building</i> , plus one (1) parking space for each two (2) employees, whichever is greater.
S.	Funeral Homes	One (1) parking space for each four (4) seats in the main chapel or public assembly area based on maximum seating capacity, plus one (1) parking space for each funeral vehicle and employee, or in the case of no fixed seats, one (1) parking space for each fifty (50) square feet of floor area in parlor or service rooms, or one (1) parking space for each four (4) persons, based on design capacity of <i>building</i> , whichever is greater, plus one (1) parking space for each funeral vehicle and employee.
T.	Professional Offices	One (1) parking space for each two hundred fifty (250) square feet of <i>gross leasable area</i> plus one (1) space for each two (2) employees on the shift of largest employment
U.	Post Offices	One (1) parking space for each two hundred (200) square feet of gross leasable floor area plus one (1) space for each two (2) employees on the shift of largest employment; plus one (1) space for each vehicle operating from the premises.

<u>TYPES OF USES</u>	<u>REQUIRED NUMBER OF SPACES</u>
V. Private Clubs Lodge Halls	One (1) parking space for each guest sleeping room, or one (1) parking space per each four (4) fixed seats in the main assembly area, whichever is greater, plus one (1) parking space for each two (2) employees, or in the case of no fixed seats, one (1) parking space for each two (2) employees.
W. Retail and Personal Services	5.5 spaces per 1000 square feet of <i>gross leasable area</i> .
X. Elementary Schools – Public, Private or Parochial	One (1) parking space per teacher and administrator or one (1) parking space for each four (4) seats in the auditorium, stadium, and other places of assembly or facilities available to the public based on maximum seating capacity, whichever is greater.
Y. High Schools, Post Secondary Schools or Vocational Schools – Public, Private or Parochial	Six (6) parking spaces per each room and to be used for class instruction or administrative offices or one (1) parking space for each four (4) seats in the auditorium, stadium, and other places of assembly or facilities available to the public, based on maximum seating capacity, whichever is greater.
Z. Shopping Centers Shopping Malls	5.5 parking spaces per one thousand (1,000) square feet of <i>gross leasable area</i> .
AA. Stadium and Sports Arenas	One (1) parking space for each four (4) seats, based on maximum seating capacity, plus one (1) parking space for each two (2) employees on shift of largest employment.
BB. Theaters, Auditoriums, Religious Institutions, and other places of assembly with fixed seats	One (1) parking space for each four (4) seats, based on maximum seating capacity, plus one (1) additional parking space for each two (2) employees on shift of largest employment.

TYPES OF USES

REQUIRED NUMBER OF SPACES

CC. Theaters, Auditoriums, Religious Institutions and other places of assembly without fixed seats	One (1) parking space per four (4) people in designed capacity of <i>building</i> , or one (1) parking space per one hundred (100) square feet in main auditorium or assembly area, whichever is greater, plus one (1) parking space for each two (2) employees on shift of largest employment.
DD. Tourist Homes, Cabins, or Hotels / Motels, excluding areas used for meeting rooms and places of assembly	One (1) parking space for each sleeping room or suite, plus one (1) parking space per each two (2) employees on shift of largest employment.
EE. Industrial Establishments, including manufacturing, research, and testing laboratories	Two (2) parking spaces for each three (3) employees - the total number of parking spaces being the total number of employees on any two (2) consecutive shifts having the largest number of employees, based on design capacity, plus one (1) parking space for each company vehicle operating from the premises.
FF. Wholesale Establishments, Warehouses, and Storage Buildings	One (1) parking space for each employee, plus one (1) parking space for each company vehicle operating from the premises.
GG. All other Uses Not Listed Herein	Based on study to be prepared by owner or operator; number of spaces to be required determined according to : (a) type of <i>use</i> and estimated number of total trips generated during peak conditions (inbound and outbound); (b) Estimated parking duration per vehicle trip turnover rates); (c) Based on estimated number of trips generated and average parking duration per trip, calculate number of spaces required; (d) Estimated number of employees - one (1) space to be provided for each two (2) employees based on shift of maximum employment.



**SECTION 13.3 - ACCESS CONTROL REGULATIONS:** In order to promote greater safety of passage between highway and land; improve the convenience and ease of movement of travelers on the highway; permit reasonable speeds and economy of travel; and increase and protect the capacity of the highway, the location and design of *access points* shall be in accordance with the following access control requirements. These requirements shall apply to all *arterial* and *collector streets*, as identified in the adopted *Comprehensive Plan*.

- A. Provision of Reserved Turning Lanes - At those *access points* where vehicles turning to and from the *arterial* and *collector streets* will affect the roadway capacity, reserved turn lanes shall be constructed by the developer.
- B. Provision of Frontage Road - Where possible, provision for the construction of a *frontage* road shall be made. However, access to the *arterial* or *collector streets* via an intersection street or a common *driveway* shall be investigated if such a design is not reasonable.
- C. Coordination of Access Points - Major *access points* on opposite sides of the *arterial* and *collector streets* shall be located opposite each other, otherwise turning movement restrictions may be imposed by the *Planning Commission* or *Zoning Administrator*, whichever is applicable. In addition, in order to maximize the efficient utilization of *access points*, access drives shall be designed, located, and constructed in a manner to provide and make possible the coordination of access with and between adjacent properties developed (present or future) for similar *uses*. As a condition of approval for construction, use, or reuse of any access road, the *Zoning Administrator* may require that unobstructed and unencumbered access, in accordance with the provisions of this ordinance, be provided from any such *access point* to adjacent properties.
- D. Spacing Restrictions for Signalized Access Points - *Access points* which will warrant signalization shall be spaced a minimum distance of one quarter mile apart. The exact location of the signal light shall be determined by a traffic engineering study that shall at least account for the following variables:
  - 1. Speed.
  - 2. Traffic signal phasing.
  - 3. Traffic signal cycle length.
  - 4. Roadway geometrics.
  - 5. Accident experience.

Provision for all turning movements to maintain the design capacity of the roadway shall be required.

- E. Sight Distance - The location of *access points* shall comply with safe sight distance requirements as provided in Table 13-1. The centerline of all *access points* shall intersect as nearly at a ninety (90) degree angle as possible, but in no case shall the angle of intersection be less than seventy-five (75) degrees or greater than one hundred five (105) degrees, unless approved by the *Planning Commission* or *Zoning Administrator*, whichever is applicable, due to certain exceptional conditions.
- F. Location of Unsignalized Access Point:
  - 1. Arterial Streets:
    - a. Unsignalized *access points* shall be spaced a minimum distance of six hundred (600) feet apart. Turning restrictions and/or reserved turn lanes may be required.

- b. One *access point* per existing tract will be permitted; however, if the spacing requirements for a direct *access point* onto an *arterial street* (as provided in F (1)(a), above) cannot be met, then an *access point* may be located on a *frontage* road or on an intersecting *local street*, or share a common *driveway* that meets the spacing requirements. In order for the intersecting *local street* or *frontage* road to function properly, access onto them should be controlled as follows:
  - 1. *Access points* onto *local streets* intersecting an *arterial street* shall be spaced a minimum distance of one hundred (100) feet, measured from point of curb return to point of curb return, from the *arterial street*.
  - 2. In areas zoned to permit *commercial, industrial, or multifamily residential use*, *access points* from adjacent properties onto *frontage* roads shall be no less than one hundred (100) feet measured from point of curb return from intersections of the *frontage* road with local or *collector streets*.
- c. Where the *frontage* of a tract is greater than five hundred (500) feet, an additional *access point* may be permitted; however, the type of access will depend on the space requirements in F (1)(a).

If the *frontage* of the tract is large enough, than at least one of the *access points* may have direct access onto the *arterial street*, provided the spacing between the adjacent *access points* meets the requirements of Section F (1)(a) and all other requirements of this section of the ordinance. In the case where the *frontage* allows only one point of direct access due to spacing restrictions as provided herein, the second *access point* will be via a *frontage* road or an intersecting *local street*, or share a common *driveway* that meets the spacing restrictions as provided along the *arterial street*.

- d. If a tract of land has no means of access that would meet the requirements of this section of the ordinance, one *access point* shall be provided. However, all such *access points* shall be considered a temporary right-of-way and may be terminated, reduced, limited to certain turning movements or caused to be relocated by the *Zoning Administrator* at such time as the particular *use* served by the *access point* changes and/or the property is otherwise provided an alternate means of access via a *frontage* road or an intersecting *local street* or sharing of a common *driveway*. Provisions for the construction of a *frontage* road, restricted turning movements, or other improvements, may be required, as a condition to approval, in order to minimize the number of *access points* and congestion to the adjacent street. In all cases where said *access points* are classified as "temporary", such designation shall be duly noted on the plot plan or *development plan* submitted for a *zoning permit* and also upon the deed of the property in question.

2. Collector Streets:

- a. On two lane roadways, one *access point* per existing tract will be allowed; however, if the *frontage* is greater than five hundred (500) feet, an additional *access point* may be permitted. Furthermore, the minimum spacing between adjacent *access points* on this type of facility shall be one hundred (100) feet, measured from point of curb return to point of curb return, except in the case where the street intersects another *collector street*

or *arterial street*, then said *access points* shall be spaced a minimum of three hundred (300) feet from the intersection.

- b. On multi-lane roadways the spacing is dependent on whether or not a barrier median exists (prohibiting left turn movements). If a barrier median exists, *access points* may be spaced as close as three hundred (300) feet; however, certain turning movements will be prohibited. If a barrier median does not exist, then the minimum spacing of *access points* shall be six hundred (600) feet. In addition, some turning movements may be prohibited.
- c. One *access point* per existing tract will be allowed: however, if the spacing requirements for a direct *access point*, as provided in F (2)(a), cannot be met, then an *access point* may be located on a *frontage* road or on an intersecting street or share a common *driveway* that meets the spacing requirements.
- d. If a tract of land has no means of access that would meet the requirements of this section of the ordinance, one *access point* shall be provided. However, all such *access points* shall be considered a temporary right-of way and may be terminated, reduced, limited to certain turning movements or caused to be relocated by the *Zoning Administrator* at such time as the particular *use* served by the *access point* changes and/or the property is otherwise provided an alternate means of access via a *frontage* road or an intersecting *local street* or share a common *driveway*. Provisions for the construction of a *frontage* road, restricted turning movements, or other improvements, may be required, as a condition to approval, in order to minimize the number of *access points* and congestion to the adjacent street. In all cases where said *access points* are classified as "temporary", such designation shall be duly noted on the plot plan or *development plan* submitted for a zoning permit and also upon the deed of the property in question.

G. Width of Access Points:

1. In single-family *residential zones*, no *access point* width shall be neither less than nine (9) feet, nor more than twenty (20) feet. In all other *zones*, *access points* shall not be less than twelve (12) feet, nor more than forty-eight (48) feet in width. The width shall be as measured from the point of curb return to point of curb return (or edge of pavement if no curb exists) excluding the curb radius.
2. The *Zoning Administrator* may modify (enlarge or reduce) the width to provide for a more efficient and safe channelization and/or flow of traffic.

H. Exceptions to Access Points Requirements - Where situations develop that may require special treatment, the requirements as provided in Section 13.3, may be varied provided that a traffic engineering report is prepared by a qualified traffic engineer, establishing that the special treatment will have no adverse effects on the roadway safety and capacity.

I. Access Point Problem Areas - If after special study, it is determined that the type of *use* or activity proposed would have an adverse effect on the safety and capacity of the adjacent roadway, the *access point* spacing requirements as contained in this section, may have to be increased in order to adequately solve the traffic movement.

- J. Approval of Access Points Required - Plans for all *access points* and modifications thereto, (including plans to use existing *access points* where a change of *use* for any tract of land would generate more traffic than the previous *use*, thus producing an adverse effect on the adjacent roadway) shall be submitted to the *Zoning Administrator*, at a scale not less than 1 inch = 100 feet.

Such plans shall show the location of all *access points*, and *access points* within 600 feet in either direction. The proposed *access point* shall include typical cross sections of pavement, the base and sub-base, proposed grade and storm drainage and such other information or plans as the circumstances may warrant. If such *access points* are being located in conjunction with *off-street parking* and/or loading and unloading facilities, then said plans shall also include parking and off-street loading and/or unloading plans, in accordance with Articles XIII and XIV of this ordinance.

- K. Approval of Access Points Along State-Maintained Routes by Kentucky Transportation Cabinet - A copy of the plans for all *access points* to be constructed along a state-maintained route shall also be submitted to the Kentucky Transportation Cabinet for review and approval during the same time as plans are submitted to the *Zoning Administrator*, as provided for in Section 13.3. No *access point* plans shall be approved or permits issued for construction by the *Zoning Administrator*, until said *access point* plans have been approved by the Kentucky Transportation Cabinet.