

This attachment contains the proposed draft code amendments implementing the recommendations of the LGVC Parking Management Plan. The amendments include only the applicable code sections. Proposed new text is shown in **bold underline**. Text proposed to be deleted is shown in ~~strike-out~~. Code provisions that are not proposed to change are noted with ellipses (\*\*). Text boxes after each code section provide commentary about the proposed amendments.

**LOC 50.03.002 USE TABLE**

...

**3. COMMERCIAL, MIXED USE, INDUSTRIAL, AND SPECIAL PURPOSE DISTRICTS USE TABLE**

**TABLE 50.03.002-2: COMMERCIAL, MIXED USE, INDUSTRIAL AND SPECIAL PURPOSE DISTRICTS USE TABLE**

P = Permitted Use | Blank = Not Permitted | C = Conditional Use

[x] Table notes located at the end of the table

Use Cat.	Use Type	Commercial, Mixed Use, Industrial													Special Purpose			Use Specific Standards		
		NC [47]	GC	HC	OC [47]	EC [47]	CR&D	MC	WLG- [32]				FM U [32], [46]	I	IP	IPO [37]	CI		PF	PN A
									OC	RM U	R- 2.5	RLW								
<b>RESIDENTIAL USES</b>																				
Vehicle/ Equipment Sales and Services	<u>Parking Facilities, Off-Street (primary use on the site; garage and/or surface parking lot)</u>	C	P			P	P	P											<u>NC zone: LOC 50.03.003.d</u>	

**Amends: LOC Table 50.03.002-2**

**Commentary:** Currently “Private off-street parking facilities (sole use on site, parking garages, etc.)” are permitted in the General Commercial (GC) zone, but prohibited in the Neighborhood Commercial (NC) zone. There is not a separate use category for public parking facilities. The City found that a public parking facility is a similar use to a private parking facility per Similar Use Analysis (LOC 50.03.002.1.f). The proposed amendment to Table 50.03.002-2 would codify that Similar Use Analysis and expressly allow a public or private parking facility as a primary use on a site. In the NC zone, the use would be designated as a conditional use. The amended table also includes a reference to a proposed Use-Specific Standard under LOC 50.03.003.d that further limits the type and manner of a parking facility in the NC zone. Footnotes 32, 37, 46, and 47 are not amended with this proposal.

**Implements LGVC PMP Code 11: Modify the Neighborhood Commercial zone in the LGVC to accommodate public parking facilities as a conditional use (parking areas only).**

**LOC 50.03.003 USE-SPECIFIC STANDARDS**

...

**3. COMMERCIAL – PERMITTED USES**

- a. Home Occupations
- b. Large Animals Kept for Owner’s Use
- c. Professional Offices

...

**d. Public Parking Facilities in the NC Zone – Conditional Use**

**i. A publicly-owned (City or LORA) surface parking facility is conditionally allowed as the sole use on a lot in the NC zone, only within the Lake Grove Village Center Overlay (LGVCO) District and only as specifically identified in the LGVCO Parking Management Plan. Public garages are not a similarly allowed use to a public surface parking facility.**

**Amends: LOC 50.03.003.3.d**

**Commentary:** The proposed amendment to the Use-Specific Standards would allow publicly-owned parking facilities (surface parking lots only) as a sole use on a site in the NC zone, but only as a conditional use and only within the LGVCO on sites identified by the LGVCO Parking Management Plan. This amendment also clarifies that the surface parking lot could not be later converted to a “public garage” as a sole use. However, this would not preclude development of a building in which the primary use is commercial (per the NC zone) and “private garage” or private surface parking for tenants, employees or owners of the primary use on the site.

***Implements LGVC PMP Code 11: Modify the Neighborhood Commercial zone in the LGVC to accommodate public parking facilities as a conditional use (parking areas only).***

**LOC 50.05.007 LAKE GROVE VILLAGE CENTER OVERLAY DISTRICT**

...

**4. SITE DIMENSIONAL STANDARDS**

...

**b. Structure Height**

**i. Maximum Height Limits**

Maximum height limits are set forth in Table 50.05.007-1 below and in the provisions that follow. Height limits apply at locations identified on Figure 50.05.007-E: Village Height Map and are illustrated in Figure 50.05.007-F: Height Measurement, Figure 50.05.007-G: Step Back Above Second Story, Figure 50.05.007-H: Village Edge Height Limits and Figure 50.05.007-I: Village Transition Height Limits. In case of a conflict, locations identified on in Figure 50.05.007-E, the Village Height Map, apply with the exception of a public garage.

TABLE 50.05.007-1: VILLAGE CENTER MAXIMUM HEIGHT LIMITS		
Applicability		Maximum Height
<b>Base Zone Height Limits</b>		
GC, OC, R-O, R-3, R-5, OC/R-3		45 ft.
PF, NC/R-O *(see NC/R-O below for residential use):		35 ft.
*NC/R-O on a lot or lots developed as one project of one-half acre or greater in total area with residential dwellings at a minimum density of 20 units per acre.		45 ft.
<b>Village Edge Height Limits</b>		
All Zones	<u>Except for the public garage identified in the LGVCO Parking Management Plan, applies</u> Applies to a distance of 30 ft. to 48 ft. from parcels zoned R-7.5 or R-10 adjacent to the rear property line of the subject property.	28 ft.
	Applies at a distance less than 30 ft. from parcels zoned R-7.5 or R-10 adjacent to the rear property line of the subject property. Exceptions shall be allowed for legal fence and walls.	0 ft.
<b>Village Transition Height Limits</b>		
Village Transition Areas (VTA)	Applies within VTA 1 at a distance less than 60 ft. from parcels zoned R-7.5 or R-10 and front or side property line of the subject property.	28 ft.
	Applies within VTA 1 at a distance of 60 ft. to 120 ft. from parcels zoned R-7.5 or R-10 and the front or side property line of the subject property.	35 ft.
	Applies within VTA 2 and VTA 3 at a distance up to 120 ft. from parcels zoned R-7.5 or R-10 and the front or side property line of the subject property.	35 ft.

**Amends: LOC Table 50.05.007-1**

**Commentary:** The PMP identifies a site for a future public garage at the south end of the district. The site is subject to a Village Edge Height Limit that restricts the height to 28 feet for a structure between 30-48 feet from the property line adjacent to the low density residential zone. In order to allow for the efficient layout of this facility, the proposed amendment would allow the public garage to obtain the maximum 45-foot height at the 30-foot setback. The Village Edge Height Limit would no longer apply to this property for this specific use. An additional amendment is proposed to ensure that the text supersedes the map in case of the public garage.

***Implements Code 12: Change LGVC standards to allow a more efficient public garage layout (setbacks, lot coverage, height, etc.)***

**Figure 50.05.007-H: Village Edge Height Limits**

...

**ii. Standards for Buildings Exceeding 35 ft. in Height of 2.5 Stories**

...

**iii. Standards for Buildings Greater Than Three Stories**

This standard ensures that residential uses and additional landscape buffering adjacent to low density residential zones are provided for buildings exceeding three stories. Any building with more than three stories shall comply with subsection 4.b.ii of this section and the following:

**(1) Residential Use Required Above Second Story**

**Except for a public garage, all** All stories above the second story shall be used exclusively for residential dwelling units.

**Amends: LOC 50.05.007.4.b.iii(1)**

**Commentary:** The proposed amendment would allow non-residential uses above the second story specifically for the public garage identified in the LGVC Parking Management Plan.

***Implements Code 12: Change LGVC standards to allow a more efficient public garage layout (setbacks, lot coverage, height, etc.)***

...

**c. Lot Coverage and FAR**

**i. Floor Area Ratio (FAR)**

...

**ii. Lot Coverage**

Lot coverage shall be permitted as set forth in Table [50.05.007-2](#) below and the provisions that follow:

Table 50.05.007-2: LOT COVERAGE				
Zone Districts and Village Transition Areas	Maximum Lot Coverage Base Case	Additional Lot Coverage Allowed for Site Amenities		Maximum Site Coverage with Site Amenities Provided
		Housing [1]	Sustainability Features	
GC	50% <b>[2]</b>	Up to 15%	5%	70%
OC, OC/R-3	30%	Up to 25%	5%	60%
NC/R-0, PF	40%	Up to 15%	5%	60%
R-0, R-3, R-5	40%	NA	10%	50%
VTA 1	40%	Up to 15% [1]	5%	60%
VTA 2	40%	Up to 15% [1]	5%	60%
VTA 3	40%	Up to 15% [1]	5%	60%

[1] Applies only when base zone is GC, OC, NC, NC/R-0, OC/R-3 or PF.  
**[2] The maximum lot coverage for a site where a public garage is the primary use is 75%.**

**Amends: LOC Table 50.05.007-2**

**Commentary:** The proposed amendment would establish a 75% lot coverage for a site where a public garage is the primary use. The amendment only applies to properties in the LGVCO that are zoned GC.

**Implements Code 12: Change LGVC standards to allow a more efficient public garage layout (setbacks, lot coverage, height, etc.)**

**d. Yard Setbacks**

Yard setback requirements apply at locations identified on Figure [50.05.007-J](#): Village Yard Setbacks Map. In case of a conflict with the standards set forth below, locations identified on the Village Yard Setbacks Map apply, with the exception of a public garage.

**Figure 50.05.007-J: Village Yard Setbacks Map**

...

Required yard setbacks are set forth in Table [50.05.007-3](#) below. Village yard setbacks are illustrated in Figure [50.05.007-J](#): Village Yard Setbacks Map. In case of conflict between Village Transition Yard Setbacks or Park Streetfront Setbacks and other requirements in this section, the Village Transition Yard Setbacks or Park Streetfront Setbacks apply.

TABLE 50.05.007-3: VILLAGE YARD SETBACKS (LOCATIONS IDENTIFIED IN VILLAGE YARD SETBACKS MAP, FIGURE <a href="#">50.05.007-J</a> )		
Applicability	Required Setback (minimum distance)	
<b>Base Zone Yard Setbacks</b>		
GC, NC/R-0, OC, PF, OC/R-3	Yard adjacent to other than R-7.5 or R-10: None Yard adjacent to R-7.5 or R-10: 25 ft., except: <ul style="list-style-type: none"> <li>10 ft. – surface parking</li> <li><b><u>30 ft. – public garage</u></b></li> <li>5 ft. for southern line of the commercial area as described in LOC <a href="#">50.05.007.6.f.vi(1)</a> [ROW north of Sunset St.] (no surface parking in setback)</li> </ul>	
R-0, R-3, R-5	Front: 10 ft. Rear: 10 ft. Side: exterior wall: 10 ft. Side: interior wall: 0 ft.	
<b>Village Transition Yard Setbacks</b>		
Village Transition Areas (VTAs) within 120 ft. of an abutting local or collector street <sup>1</sup>	VTA 1	Front: 20 ft. Rear: 20 ft. Side: 10 ft. GC, OC, NC, or PF abutting a GC, OC, NC, or PF zone without the VTA overlay: 0 ft.
	VTA 2	Front: 10 ft. Rear: 10 ft. Side: 10 ft.

TABLE 50.05.007-3: VILLAGE YARD SETBACKS (LOCATIONS IDENTIFIED IN VILLAGE YARD SETBACKS MAP, FIGURE 50.05.007.1)	
Applicability	Required Setback (minimum distance)
	GC, OC, NC, or PF abutting a GC, OC, NC, or PF zone without the VTA overlay: 0 ft.
VTA 3	Front: 5 ft. Rear: 5 ft. Side: 5 ft. GC, OC, NC, or PF abutting a GC, OC, NC, or PF zone without the VTA overlay: 0 ft.
Park Streetfront Environment Setbacks	
Kruse Way and Boones Ferry Road at locations where Park Streetfront Environment setbacks apply.	Front (at street): 20 ft.
Notes:	[1] No yard setback is required between abutting properties that are subject to the Village Transition Area overlay when both properties are developed under a unified site plan.

**Amends: LOC Table 50.05.007-3**

**Commentary:** The proposed amendment modifies the yard setback requirement for the public garage to be consistent with the height limitation on buildings described in LOC 50.05.007.4.b., which precludes buildings within 30 ft. of a rear property line abutting parcels zoned R-7.5 or R-10 (maximum height is zero ft.).

***Implements Code 12: Change LGVC standards to allow a more efficient public garage layout (setbacks, lot coverage, height, etc.)***

...

**5. BUILDING DESIGN STANDARDS**

---

- a. Purpose
- b. Style and Character
- c. Design Features
- d. Pedestrian Features
- e. Roofs



- f. Screening and Sound Buffering
- g. Materials
- h. Special Design Standards within the Village Transition Area

...

- i. Urban Village Design Areas

- i. Side and Rear Wall Planes

A side or rear facade greater than 750 sq. ft. in area must be divided into distinct wall planes of 750 sq. ft. or less, resulting in a change in plane surface which projects or recedes at least two ft. from the adjacent plane, for a length of at least six ft.

**Exception: A public garage may use vertical landscaping and/or architectural detailing as a facade treatment to create the distinct wall planes. The landscaping or detailing must be a minimum of six ft. in width and create distinct wall area(s) of not more than 750 sq. ft. If vertical landscaping is utilized, the structure must be set back from the property line by a minimum of five ft. to provide sufficient planting area.**

**Amends: LOC 50.05.007.5.i.i**

**Commentary:** The proposed amendment provides a design alternative for public garages to use façade treatments instead of wall plane recesses/projections to break up large elevations. The treatment must be at least six feet in width and be located so as to create a “break” in the wall plane every 750 sq. ft., similar to the more general standard. The amendment also requires a five ft. planting area along the base of the structure if the chosen façade treatment is vertical landscaping.

***Implements Code 12: Change LGVC standards to allow a more efficient public garage layout (setbacks, lot coverage, height, etc.)***

## 6. SITE PLANNING STANDARDS

---

- a. Purpose

...

- b. Streets, Circulation, and Pedestrian System

In accordance with the standards set forth below, development shall occur in a manner to ensure the phased construction of the planned circulation and access system and in no circumstance shall prevent the development of a cohesive access and circulation system.

- i. Transportation System Maps

...

ii. Design Standards

(1) Generally Applicable Standards

...

(2) Map Specific Locations

...

**(h) Abutting Parking Facilities Connections**

Driveways and parking aisles shall be designed to create connections to abutting commercially zoned parking facilities within the Lake Grove Village Overlay District when practical **practicable. If a vehicular connection cannot be obtained, an attempt shall be made to obtain a pedestrian connection in an access easement. If the connection reduces landscaping below the minimum required on the abutting property, the area of the connection may be counted towards that requirement as "hardscape". If the abutting property owner is unable or unwilling to provide the vehicular or pedestrian connection, it may be temporarily postponed in accordance with subsection 6.b.ii(2)(j).** The location of access connections shall be based on the Parking Facilities and Access Coordination Map, Figure [50.05.007-U](#).

**Exception – Lake Grove Elementary School:** This subsection 6.b.ii(2)(h) applies to the Lake Grove Elementary School site only when the development and uses are not for a public school.

[Cross-Reference: LOC [50.05.007.6.c](#), Parking.]

**Amends: LOC 50.05.007.6.b.ii.(2)(h)**

**Commentary:** The proposed amendment would require the developer to try and obtain a pedestrian access easement if a vehicular connection is not practicable or reasonable. In order to remove barriers to participation by abutting property owners, those owners would be allowed to count existing landscaping removed by the pedestrian connection toward the required minimum landscaping as "hardscape".

***Implements Code 4: Incentivize pedestrian circulation between abutting properties when vehicular cross-access is not practicable.***

...

e. Landscape Requirements

...

viii. Parking Areas

Landscape standards for parking areas are as follows:

...

(4) Parking Bays

(a) Parking areas shall be divided into bays of not more than ten (10) eight parking spaces. Between and/or at the end of each parking bay there shall be curbed planters of at least five ft. in width. As an alternative to bays, private parking lots of 20 spaces or less may provide a perimeter landscape planter with a minimum width of five ft. if at least 25% of the parking spaces abut a landscaped area.

...

**Amends: LOC 50.05.007.6.e.viii(4)**

**Commentary:** The proposed amendment would reduce the number of parking islands for parking areas from one per eight spaces to one per ten spaces and provide a parking lot/landscaping design alternative for smaller private parking areas.

***Implements Code 5: Change code to allow for more efficient parking lot layouts.***

...

f. Buffer Area and Screening

i. Requirements Adjacent to Low Density Residential

Where a property within a commercial, R-0 or R-3 zone abuts an R-7.5 or R-10 zone, the following shall be provided:

(1) Minimum ten-ft. wide landscaped buffer area, except that a public garage, or driveway serving the garage, shall be separated by a 15-ft. landscape buffer area; and,

(2) A six-ft. tall wood or masonry sight-obscuring fence or wall along the property line. The unfinished or structural side of the fence shall face the use to be screened.

**Amends: LOC 50.05.007.6.f.i(1)**

**Commentary:** The proposed amendment would increase the 10-ft. required landscape buffer along property lines abutting low density residentially zoned properties to 15 ft. for a public garage.

***Implements Code 12: Change the LGVC standards to allow a more efficient public garage layout (setbacks, lot coverage, height, etc.).***

...

**LOC 50.06.002 PARKING**

...

**2. STANDARDS FOR APPROVAL**

---

**a. Vehicle Parking**

i. Required parking spaces shall be available for the parking of operable passenger vehicles of residents, customers, patrons and employees and shall not be used for the storage of vehicles or materials or for the loading and unloading or parking of vehicles used in conducting the business or use.

**ii. Number of Required Parking Spaces**

The number of required parking spaces under this Article shall be determined by either the Numerical Method (subsection 2.a.ii(1) of this section) or the Parking Study Method (subsection 2.a.ii(2) of this section).

**(1) Numerical Method**

Refer to Tables [50.06.002-1](#), [50.06.002-3](#) and [50.06.002-4](#) to determine the number of parking spaces required. The minimum number of parking spaces specified for each type of use shall include reductions to parking requirements pursuant to subsection 2.a.v(1) of this section and Table [50.06.002-3](#).

...

TABLE 50.06.002-3: MINIMUM OFF-STREET PARKING SPACE REQUIREMENTS	
Type of Use	Parking Space Required <a href="#">[1]</a>
<b>FOOTHILLS MIXED USE ZONE</b>	
1. Residential Use	0.5 space per dwelling unit
2. Commercial Residential Use	1 space per room
3. Nonresidential Use (commercial, industrial, institutional, etc.)	1 space per 1,000 sq. ft. G.F.A.

TABLE 50.06.002-3: MINIMUM OFF-STREET PARKING SPACE REQUIREMENTS	
Type of Use	Parking Space Required <a href="#">[1]</a>
<b>OTHER AREAS</b>	
<b>(A) RESIDENTIAL</b>	
1. Single-family dwelling and duplex	1 space per dwelling unit
2. Secondary dwelling unit	1 space per unit (in addition to 1 space required for main dwelling unit)
3. Multi-family	25% of the required parking for multi-family use shall be located to provide for common or visitor use
i. Studio/efficiency	1 space per unit
ii. 1 bedroom	1.25 spaces per unit
iii. 2 or more bedrooms	1.5 spaces per unit
4. Rooming and boarding house; bed and breakfast	1 space per each guest room plus 1 for owner
<b>(B) COMMERCIAL RESIDENTIAL</b>	
1. Hotel or motel	1 space per unit
2. Assisted living facility	0.5 space per unit plus 1 per 3 employees
3. Hospital	1.5 spaces per bed
<b>(C) PLACES OF PUBLIC ASSEMBLY</b>	
1. Churches, clubs, lodges, meeting rooms, and auditoria	1 space per 4 seats of maximum capacity, or 1 space per each 5 occupants based on maximum capacity as calculated under the provisions of the Uniform Building Code  ----- <b><u>LGVC0: 0.5 spaces/seat</u></b>
2. Library, reading room, museum, art gallery	1.88 spaces per 1,000 sq. ft. plus 1 space per 2 employees on the peak shift

TABLE 50.06.002-3: MINIMUM OFF-STREET PARKING SPACE REQUIREMENTS	
Type of Use	Parking Space Required <a href="#">[1]</a>
3. Nursery, day or child care facility, kindergarten	2.5 spaces per 1,000 sq. ft. G.F.A.
4. Elementary or middle school or equivalent private or parochial school	16.6 spaces per 1,000 sq. ft. G.F.A in the auditorium or 2 spaces per classroom, whichever is greater
5. Senior high and equivalent private or parochial school	0.2 spaces per number of students and staff
6. College; commercial school for adults	3 spaces per 1,000 sq. ft. G.F.A. (excluding dorms)
<b>(D) COMMERCIAL AMUSEMENTS</b>	
1. Stadium, arena, theater	1 space/4 seats (fixed seating) ----- <b><u>LGVCO: 0.3 spaces/seat</u></b>
2. Bowling alley	3 spaces per lane plus 0.5 space per employee
3. Sports club/recreation facilities, including billiard and pool parlors, video arcades, dance hall, gymnasium, health club	2 spaces per 1,000 sq. ft. G.F.A. ----- <b><u>LGVCO: 4.3 spaces per 1,000 sq. ft. G.F.A.</u></b>
<b>(E) COMMERCIAL</b>	
1. Office, including business and management services except medical or dental	3.33 spaces per 1,000 sq. ft. G.F.A.
2. Medical and dental offices or clinics including accessory laboratories for medicine, dentistry, veterinarian practice or other practices of the healing arts	3.9 spaces per 1,000 sq. ft. G.F.A.
3. Bank	2.5 spaces per 1,000 sq. ft. G.F.A. ----- <b><u>LGVCO: 4.3 spaces per 1,000 sq. ft. G.F.A.</u></b>

TABLE 50.06.002-3: MINIMUM OFF-STREET PARKING SPACE REQUIREMENTS	
Type of Use	Parking Space Required <a href="#">[1]</a>
4. Supermarket	2.9 spaces per 1,000 sq. ft. G.F.A. ----- <b><u>LGVCQ: 4.1 spaces per 1,000 sq. ft. G.F.A.</u></b>
5. Convenience food store	2.2 spaces per 1,000 sq. ft. G.F.A.
6. Specialty food stores, such as coffee, bagels, juice bars (take-out food/drink primarily)	6.6 spaces per 1,000 sq. ft. G.F.A.
7. Eating or drinking establishment	13.3 spaces per 1,000 sq. ft. G.F.A. ----- <b><u>LGVCQ: 15.3 spaces per 1,000 sq. ft. G.F.A.</u></b>
8. Eating or drinking establishment with drive-up window	9.9 spaces per 1,000 sq. ft. G.F.A.
9. Barber shop, beauty salon, personal care services, such as nail, tanning, and therapeutic massage salons	4 spaces per 1,000 sq. ft. G.F.A. plus 0.5 space per station
10. Retail sales and rentals, except as otherwise specified herein <a href="#">[2]</a>	3.3 spaces per 1,000 sq. ft. G.F.A. ----- <b><u>LGVCQ: 4.1 spaces per 1,000 sq. ft. G.F.A.</u></b>
11. Heavy equipment rentals, such as yard and tool equipment	1 space per 1,000 sq. ft. G.F.A. plus 0.5 per employee
12. Service or repair shop, such as electronic and home appliance repair, upholstery	1.6 spaces per 1,000 sq. ft. G.F.A.
13. Automotive repair garage and service station	1.6 spaces per 1,000 sq. ft. G.F.A. plus 0.5 per employee
14. Mortuary	1 space per 5 seats based on maximum auditorium capacity plus 1.5 space per employee



<b>TABLE 50.06.002-3: MINIMUM OFF-STREET PARKING SPACE REQUIREMENTS</b>	
Type of Use	Parking Space Required <a href="#">[1]</a>
15. Martial arts, music, dance, gymnastics, yoga studios	1 space per 100 square feet G.F.A. of lesson activity floor area, plus 0.5 space per employee
<b>(F) BULK MERCHANDISE</b>	
1. Furniture, appliance store building materials	2 spaces per 1,000 sq. ft. G.F.A.
2. Auto, boat or trailer sales	1 space per 1,000 sq. ft. G.F.A. of building plus 0.5 space per employee
3. Truck, trailer and automobile rental parking lot	0.75 space per employee on largest shift
<b>(G) INDUSTRIAL</b>	
1. Light industrial, industrial park, manufacturing	1.6 spaces per 1,000 sq. ft. G.F.A.
2. Storage, warehouse, wholesale establishment, freight terminal, truck or auto storage	1 space per 1,500 sq. ft. G.F.A. or 0.75 space per employee based on maximum shift, whichever is greater
3. Mini-storage facility	3.33 spaces per 1,000 sq. ft. of gross office floor area plus 1 space for resident manager
<b>(H) USES NOT SPECIFICALLY MENTIONED</b>	
<p>Parking requirement for uses not specifically mentioned in this section shall be determined by the requirements for off-street parking facilities for the listed use which, as determined by the City Manager, is most similar to the use not specifically mentioned, or by an analysis of the parking needs generated by the type of use [See LOC <a href="#">50.06.002.2.a.ii(6)</a>].</p>	
<p>[1] Gross floor area does not include any parking area.</p>	
<p>[2] Farm stands: When accessory use, no additional parking spaces required.</p>	

**Amends: LOC Table 50.06.002-3**

**Commentary:** The proposed amendments to Table 50.06.002-3 would increase parking requirements to the maximum levels permitted by Metro for the following uses:

- Churches, clubs, lodges, meeting rooms, and auditoria
- Stadium, arena, theater
- Sports club/recreation facilities, including billiard and pool parlors, video arcades, dance hall, gymnasium, health club
- Bank
- Supermarket
- Eating or drinking establishment (other than fast food restaurants with drive-in)
- Retail sales and rentals, except as otherwise specified herein

***Implements Code 10: Increase minimum parking requirements to extent permitted by Metro's Regional Functional Transportation Plan (RTFP).***

iii. **On-Site Location of Required Parking Spaces**

...

iv. **Off-Street Parking Options**

(1) **Off-Site Parking**

Within commercial, public use, industrial and campus institutional zones parking may be provided on remote lots within said zones which are within 500 ft. of the property line of the use to be served. Within the EC (East End General Commercial) zone only, unless otherwise prohibited, employee parking may be allowed within 1,000 ft. of the property line of the use to be served. **Within the LGVCO only, unless otherwise prohibited, parking may be provided on remote lots within the District which are within 750 feet (customer parking) and 1,000 feet (employee parking) from the property line of the use to be served.** If the remote parking lot is not owned by the owner of the property of the use to be served, said owner shall obtain an exclusive permanent easement in the remote lot so as to permit parking from the use to be served on the remote lot.

**Amends: LOC 50.06.002.2.a.iv(1)**

**Commentary:** Currently, required on-site parking may be provided on "remote lots" within certain parameters. The proposed amendment would increase the acceptable distance between the remote parking and the subject site, but only for properties within the LGVCO. The proposed distance would change from 500 ft. to 750 ft. for customers and up to 1,000 ft. for employees.

***Implements Code 3: Increase the allowable distance between remote parking locations***

(2) Shared Parking

...

v. Reduction for Parking Space Requirements

(1) Parking space requirements shall be reduced in developments where compensating factors exist which would offset the parking demand (such as access to transit facilities, pedestrian and bicycle access, development size, or combined, or the parking study provision). Refer to Table [50.06.002-4](#) for reduction options, and subsections (a) and (b), below, for zone or Overlay District provisions.

(LOC Table 50.06.002-4: PARKING REQUIREMENT MODIFIERS)

...

(a) **Allowed FMU Modifiers:** Within the FMU zone,

(i) The FMU Ground Floor Exemption Modifier; and

(ii) The Transit Facilities and Pedestrian and Bicycle Access Modifiers for Commercial Residential Uses;

are the only permitted modifiers that allow reduction of the minimum numerical parking requirements in Table [50.06.002-3](#).

(b) Allowed LGVCO Modifiers: All properties within the District.

(i) The Development Site Size (DS) modifier; and

(ii) The Pedestrian and Bicycle Access (PA) Modifier;

are the only permitted modifiers that allow reduction of the minimum numerical parking requirements in Table [50.06.002-3](#).

**Amends: LOC 50.06.002.2.a.v.(1)**

**Commentary:** The proposed amendment prohibits the use of the “access to transit” parking modifiers for any properties or uses within the LGVCO. This amendment reflects the low level of transit service currently available within the District.

***Implements Code 9: Identify and remove parking modifiers not appropriate in the LGVCO.***

**vi. Parking Dimensions**

(1) Refer to Figure [50.06.002-A](#): Off-Street Parking Matrix to determine the minimum dimension and layout of parking spaces. All parking areas, except stacked or tandem parking areas, shall be designed so that a vehicle may enter or exit without having to move another vehicle. All parking areas must be designed to allow vehicles to enter and exit the street in a forward motion.

(2) The minimum dimension to meet single-family residential parking space requirements shall be eight ft. six in. wide and 18 ft. six in. long for each space.

(3) Except within the LGVCO, up to 50% of the total parking requirement may be provided in compact car spaces. All parking spaces designated for compact vehicles shall be signed or labeled by painting on the parking space.

**Figure 50.06.002-A-General: Off-Street Parking Matrix (General)**

OFF-STREET PARKING MATRIX, REQUIRED SPACE AND AISLE DIMENSIONS IN FEET										
Angle (A)	Compact Size Vehicles					Standard Size Vehicles				
	Stall Width (B)	Stall Depth (C)	Aisle Width (D)	Module Width (E)	Bumper Overhang (F)	Stall Width (B)	Stall Depth (C)	Aisle Width (D)	Module Width (E)	Bumper Overhang (F)
0°	8.0	20.0	N/A	N/A	N/A	8.0	24.0	N/A	N/A	N/A
	8.0	15.5	11.0	42.0	2.0	8.5	17.5	13.0	48.0	2.0
45°	8.0	17.0	14.0	48.0	2.5	9.0	17.5	12.0	47.0	2.0
	8.0	17.5	21.0	56.0	2.5	8.5	19.0	18.0	56.0	2.5
60°	8.0	17.5	21.0	56.0	2.5	9.0	19.0	16.0	54.0	2.5
	8.0	17.5	21.0	56.0	2.5	8.5	19.5	25.5	64.5	2.5
75°	8.0	16.0	20.0	52.0	1.5	9.0	19.5	23.0	62.0	2.5
	8.0	16.0	20.0	52.0	1.5	8.5	18.5	26.0	63.0	2.5
90°	8.0	16.0	20.0	52.0	1.5	9.0	18.5	24.0	61.0	2.5

**Amends: LOC 50.06.002.2.vi.(3)**

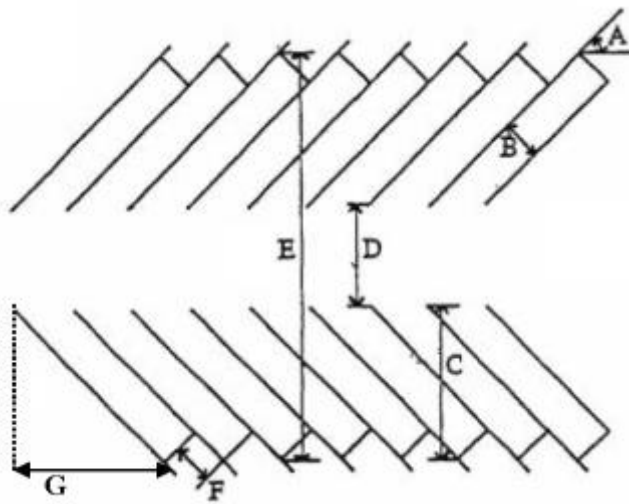
**Commentary:** The proposed amendment prohibits the use of compact parking spaces properties or uses within the LGVCO. All existing compact parking spaces within the LGVCO will be considered “nonconforming” per LOC 50.01.006.

**Implements Code 6: Eliminate compact car parking space allowance, but reduce standard parking space dimensions.**

**Figure 50.06.002-A-FMU and LGVC Overlay District: Off-Street Parking Matrix for FMU Zone and LGVC Overlay District**

FMU ZONE AND LGVC OVERLAY DISTRICT					
OFF-STREET PARKING MATRIX, REQUIRED SPACE AND AISLE DIMENSIONS IN FEET					
Angle (A)	Stall Width (B)	Stall Depth (C)	One-Way Aisle Width (D)	Two-Way Aisle Width (D)	Curb Length
<b>Structured Parking</b>					
0°	8.0	8.0	12	20	22.5
30°	8.5	15.0	12	20	17
45°	8.5	17.0	12	20	12
60°	8.5	17.5	16	20	9.75
90°	8.5	16.0	20	20	8.5
<b>Surface Parking</b>					
0°	8.0	8.0	14	20	22.5
30°	8.5	15.0	14	20	17
45°	8.5	17.0	14.0	22	12
60°	8.5	17.5	18.0	22	9.75

FMU ZONE <u>AND LGVC OVERLAY DISTRICT</u>					
OFF-STREET PARKING MATRIX, REQUIRED SPACE AND AISLE DIMENSIONS					
IN FEET					
Angle (A)	Stall Width (B)	Stall Depth (C)	One-Way Aisle Width (D)	Two-Way Aisle Width (D)	Curb Length
90°	8.5	18.0	20.0	22	8.5



- A = Parking Angle
- B = Stall Width
- C = Stall Depth (no bumper overhang)
- D = Aisle Width between Stall Lines, except for fire lanes, which are regulated by LOC Chapter [15](#), Fire Protection
- E = Module Width (no bumper overhang)
- F = Bumper Overhang
- G = Curb Length

**Amends: LOC Figure 50.06.002-A**

**Commentary:** The proposed amendment applies the existing FMU parking space dimensions for surface and structured parking in Figure 50.06.002-A-FMU to all properties within the LGVCO.

**Implements Code 6: Eliminate compact car parking space allowance, but reduce standard parking space dimensions.**

...