

The following revisions amend Land Development Code Section 1.2.2 as follows:

1.2.2 Definitions

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Electric Vehicle Charging Station – means a public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle. An electric vehicle charging station is permitted outright as an accessory use to any principal use.

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The following revisions amend Land Development Code Section 9.1.3 as follows:

9.1.3 Calculating Parking Requirements / Allowances

D. Electric vehicle charging stations

1. One electric vehicle charging station shall be required for developments that construct at least 200 off-street parking spaces on the development site. One additional electric vehicle charging station shall be required for every additional 200 off-street parking spaces constructed on a development site.
2. Electric vehicle charging stations shall count toward the total minimum required off-street parking spaces but shall not count against the maximum number of off-street parking spaces permitted on a development site in accordance with Table 9.1.3B.

~~D.E.~~ Different Use Areas

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~~E.F.~~ Calculations

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Table 9.1.3A Minimum and Maximum Parking Spaces Based on Form District/Planned Development District

Note: ~~All reductions are cumulative unless otherwise specified and, when utilized, all percentages shall be calculated using the minimum number of parking spaces required by Table 9.1.3B~~

Form District/Planned Development District	Minimum Requirement – Table 9.1.3B	Maximum Requirement – Table 9.1.3B	Applicable Reductions
Campus Conservation Neighborhood Village Town Center Planned Village Development District Regional Center Suburban Marketplace Corridor Suburban Workplace Traditional Neighborhood Traditional Marketplace Corridor Traditional Workplace	Applicable	Applicable	1, 2, 3, 4, 5, 6, 7, 8 and 9
Downtown Urban Center Neighborhood	Not Applicable	Not Applicable	Not Applicable
Planned Transit Development District	80% Applicable	Applicable	2, 6, 7, 8 and 9

FG. Off-street Parking Reductions ~~(see Table 9.1.3A for applicable reductions by form district/planned development district)~~

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H. Off-street Parking Maximum Exceptions and Increases

1. Off-street parking spaces used as electric vehicle charging stations shall not count toward the maximum number of parking spaces on a lot/parcel of land.
2. Off-street parking spaces designated for curbside pickup or associated drive through waiting spaces shall not count toward the maximum number of parking spaces.
3. Off-street parking spaces located within structured parking facilities or elevated parking systems shall not count toward the maximum number of parking spaces.
4. Off-street parking spaces designated for Handicap accessible parking shall not count toward the maximum number of parking spaces.
5. Off-street parking spaces designated for carpool or vanpool use shall not count toward the maximum number of parking spaces.

6. Off-street parking spaces designated for vacuum stations associated with a car wash shall not count toward the maximum number of parking spaces.

The following revisions amend Table 9.1.3B for specific uses as follows:

GENERAL ACTIVITIES (¹ LBCS Code)	SPECIFIC ACTIVITIES (¹ LBCS Code)	MINIMUM REQUIREMENT	MAXIMUM REQUIREMENT
	Restaurant (includes bars) (2200)	Suburban Form: 1 space per 500 sq. ft. of gross floor area Traditional Form: 1 space per 1,000 sq. ft. of gross floor area	Suburban Form: 1 space per 250 100 sq. ft. of gross floor area Traditional Form: 1 space per 500 sq. ft. of gross floor area
Office (23000)	Office, including general, business, medical, dental, professional, financial, and veterinary	Suburban Form: 1 space per 400 sq. ft. of gross floor area Traditional Form: 1 space per 750 sq. ft. of gross floor area	Suburban Form: 1 space per 200 150 sq. ft. of gross floor area Traditional Form: 1 space per 300 sq. ft. of gross floor area
	Primarily plant or factory (3110)	1 space per 2 4,000 sq. ft. of gross floor area	1 space per 1,000 500 sq. ft. of gross floor area
	Primarily goods storage or handling	Suburban Form 1 space per 2 10,000 sq. ft. of gross floor area Traditional Form 1 space per 3,000 sq. ft. of gross floor area	Suburban Form 1 space per 500 sq. ft. of gross floor area Traditional Form 1 space per 1,000 sq. ft. of gross floor area

The following revisions amend Land Development Code Section 9.1.16 as follows:

9.1.16 Parking Waiver Provisions

- A. General Parking Waivers. In extraordinary cases in which the requirements of this Part would create hardship in the use of a particular site, the Planning Commission may consider granting a General Parking Waiver.

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3. Process.

The following revisions amend Land Development Code Section 9.1.16 as follows:

9.1.16 Parking Waiver Provisions

- A. General Parking Waivers. In extraordinary cases in which the requirements of this Part would create hardship in the use of a particular site, the Planning Commission may consider granting a General Parking Waiver.

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3. Process

- a. The Planning Director(or designee), Development Review Committee, the Planning Commission and Metro Council shall review a General Parking Waiver request as follows:

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- iv. Waivers to provide up to 30% more parking or 10 parking spaces more (no matter the percentage) than the maximum allowed shall be reviewed by the Planning Director or designee. ~~an appropriate committee of the Planning Commission~~. Notice ~~of the parking waiver review by the committee~~ shall be sent in accordance with paragraph b below. Based on public comments the director or designee may choose to bring the proposed parking waiver to the Development Review Committee for further review, notice of this meeting shall be in accordance with paragraph b below as well.
- v. Waivers to provide greater than 30% more parking than the maximum allowed shall be reviewed by an appropriate committee of the Planning Commission. Notice of the parking waiver review by the committee shall be in accordance with paragraph b below.

The following revisions repeals and replaces Table 9.2.5 as follows:

Table 9.2.5: Bicycle Parking Requirements by Land Use

<u>GENERAL ACTIVITIES (¹LBCS Code)</u>	<u>SPECIFIC ACTIVITIES</u>	<u>REQUIRED PARKING</u>
<u>Residential (1000)</u>		
<u>Transient Living (1200)</u>	<u>Bed and Breakfast, Hotel, Motel</u>	<u>3 spaces</u>
<u>Shopping, business, or trade (2000)</u>		<u>3 spaces or 10% of required parking, whichever is greater</u>
<u>Industrial, manufacturing, and waste-related (3000)</u>		<u>3 spaces or 10% of required parking, whichever is greater</u>
<u>Social, institutional, or infrastructure-related (4000)</u>		<u>To be determined by Director or designee</u>
<u>Mass assembly of people (6000)</u>		<u>3 spaces or 10% of required parking, whichever is greater</u>

<u>GENERAL ACTIVITIES (¹LBCS Code)</u>	<u>SPECIFIC ACTIVITIES</u>	<u>REQUIRED PARKING</u>
<u>Travel or movement (5000)</u>		<u>To be determined by Planning Director or designee</u>
<u>Natural resources- related (8000)</u>		<u>To be determined by Planning Director or designee</u>
¹ LBCS – Land-Based Classification Standards developed by the American Planning Association – www.planning.org/lbcs/standards <u>Note: Where the expected need for bicycle parking for a particular use is uncertain due to unknown or unusual operating characteristics of the use, the Planning Director or designee may defer up to 50 percent of the bicycle parking spaces required.</u>		