

**Minutes**  
**Land Development Standards Committee**  
**September 16, 2009**

Members Present: Mike Erwin, Ken Wilson, Joe Taylor, Patrick Bradshaw, Steve Kaufman, David Blevins, Patrick McDowell, Daniel Hyatt

Members Absent: none

Staff present: Paul Benson

The meeting came to order at 7:30 am. Mr. Benson announced that the business for the day would be review of the Action Items from the Diagnosis Report beginning where the Committee left off on the September 2<sup>nd</sup> meeting with 3.7 Building and Parking placement.

Committee comments by section:

Building and Parking Placement

3.7.1 Apply a preferred street-cross section to each thoroughfare in the town. **Approved, but the Committee felt the particular designations could be controversial.**

3.7.2 Action Item

- Option A Continue the prohibition on parking in the front yard but allow for creativity through the design review or conditional use process for site specific variations. **Approved, see comments below.**
- Option B Permit one layer (two bays) of parking in front of buildings within 1000 feet of a limited access interchange with US 23/74. **The Committee felt this provision was too limited, see comments below.**

3.7.3 Permit parking in the front of some larger buildings by Conditional Use through the use of outparcels that will eventually create the pedestrian-friendly frontage. **Approved, see comments below.**

3.7.4 Permit the use of a circulation drive for parcels along major thoroughfares around the frontage provided it is limited in size and differentiated from the standard driveway treatments to minimize visual impact. **Approved, although this would become less important where parking and vehicular use area is permitted in front of buildings.**

Committee comments regarding parking standards and building placement:

1. permit parking on any side of principal buildings except in CBD
2. restrict parking to side or rear in residential areas, if use is auto-oriented permit at least 1 layer of parking in front
3. current standards are causing building mutations (McDonalds, Kasey real estate office)
4. use outparcel development to create a street wall for parking in front of larger businesses
5. consider the traffic count on fronting street – for higher traffic count locations permit larger front parking lots
6. limit parking in front to a percentage of the total parking
7. for greater amounts of parking in front increase landscaping/streetwall buffer requirements
8. concern that development is being lost due to current parking requirements
9. create an ideal parking/building placement design by district but permit variations in exchange for concessions in other areas (example: taller buildings for larger front parking areas)
10. permit “courtyard” parking (similar comment to #4)

Mr. Taylor presented a sketch showing rear access / parking lot connection issues to be discussed at a future meeting.

The meeting adjourned at 9:00 am.

Paul Benson  
Planning Director