

Minutes
Land Development Standards Committee
November 11, 2009

Members Present: David Blevins, Patrick Bradshaw, Steve Kaufman, Ron Leatherwood, Joe Taylor, Ken Wilson

Members Absent: Mike Erwin, Daniel Hyatt, Patrick McDowell

Staff present: Fred Baker, Paul Benson, Alison Melnikova
Also present: Craig Lewis, LeRoy Roberson

The meeting came to order at 7:30 am. Mr. Benson gave a brief overview of the process up to date and turned the floor over to Mr. Lewis, the planning consultant drafting the revised ordinance.

Mr. Lewis presented Chapter 2: District Provisions. He noted that the current districts were still present but that the districts have been grouped into 8 basic categories by type of district. Within these categories dimensional standards have been standardized to rationalize density standards and to eliminate minor differences in setback and height standards.

Committee members expressed general support for the district grouping and standardization of dimensional requirements.

Mr. Leatherwood expressed concern that reduced front setbacks would make future road widening more expensive. Mr. Lewis pointed out that the setbacks were not substantially changed from current standards, the main difference being that the proposed front setbacks are to be measured from the edge of right-of-way rather than edge of the traveled way, which reduces the setbacks by 10'. He further pointed out the goal of classifying streets should be implemented so that future right-of-way widths could be anticipated by district regulations. Mr. Baker noted that small front setbacks are not a problem in urban settings since continued road widening would become too disruptive and not be supported by citizens, increasing the importance of a grid transportation system to disperse traffic.

Concern was expressed by Committee members that the small front setbacks are not compatible with allowance of some parking in front of buildings as per Chapter 9: Parking and Driveways. Mr. Lewis responded that he would make

the necessary changes to front setback requirements to accommodate parking in front of buildings where permitted.

After considerable discussion of the District Standards of Chapter 2, Mr. Lewis presented a brief overview of Chapter 9. Basic changes from current standards include a much simplified Parking Requirements Use Table, requirements for the provision of bicycle parking, and a Permitted Parking Locations table that specifies where parking is permitted in relation to principal buildings by building type and use category. This table would permit up to 50% of parking in some districts to be located in front of some building types.

Committee members expressed concern about merchandise display, particularly automobile sales. Mr. Lewis and staff expressed that such displays would not be considered as parking subject to the standards of Chapter 9.

Committee members also expressed concern about requirements for a maximum number of parking spaces and the requirement that any parking area in excess of the minimum be done as pervious paving.

Mr. Benson pointed out that the Committee had agreed to eliminate the requirements for maximum number of parking spaces and pervious paving, instead relying on landscaping, buffer, and stormwater regulations to provide disincentives for excessive parking space development, and incentives to use pervious parking surfaces. Mr. Lewis responded that he had drafted some sections of the ordinance prior to receiving Committee decisions on the Action Items of the Diagnosis Report, and that he would make changes accordingly.

After considerable discussion of Chapter 9, the meeting adjourned at approximately 10:30.

Paul Benson, Planning Director