

MINUTES
(Audio Recording Is Available)
BOARD OF ZONING APPEALS
AUGUST 15, 2013
LAKWOOD CITY HALL

PRE-REVIEW MEETING
6:00 P.M.
LAW CONFERENCE ROOM

1. Roll Call

Members Present

Cynthia Bender
Kyle Krewson, Vice Chairman
James Nagy, Chairman

Others Present

Mary Leigh, Secretary, DCD Programs Manager, P&D
~~Jason Russell, Project Specialist II, P&D~~
Bryce Sylvester, City Planner, P&D
Kevin Butler, Law Director

A motion was made by Mr. Krewson, seconded by Ms. Bender, to **EXCUSE** the absences of Jennifer Matousek and Samuel O'Leary. All of the members voting yea, the motion passed.

2. Approve Minutes of the June 20, 2013 meeting as amended.

A motion was made by Mr. Krewson, seconded by Ms. Bender, to approve the June 20, 2013 minutes as amended. All of the members voting yea, the motion passed.

3. Approve the Minutes of the July 18, 2013 meeting.

A motion was made by Ms. Bender, seconded by Mr. Krewson, to approve the July 18, 2013 minutes. All of the members voting yea, the motion passed.

4. Opening Remarks

Ms. Leigh read the opening remarks. Those who wanted to make statements were advised to state their names, addresses, and sign the oath located on the podium.

NEW BUSINESS

5. **Docket 08-28-13** **1240 Granger Avenue**

Kevin Dubber, Emerson Improvement applicant requests approval for an 87 square foot variance to the maximum rear lot coverage in order to construct an 864 square foot garage, pursuant to Section 1123.09(c) – Maximum Lot Coverage. The property is located in an R2, Single and Two Family district. (Page 3)

Kevin Dubber, applicant was present to explain the request.

Ms. Leigh stated the Division of Housing and Building ("H&B") had no objections to the proposal. There were no comments or questions from the public.

Mr. Dubber stated the proposed three car garage was not much larger than existing two car garages in the neighborhood.

A motion was made by Mr. Krewson, seconded by Ms. Bender, to **GRANT** the request as submitted. All of the members voting yea, the motion passed.

6. **Docket 08-29-13** **1344 Lakeland Avenue**

James Keven Blake, property owner and applicant, requests approval of a variance to build a second floor deck; second floor is over 42 inches above grade, pursuant to section 1121.03(d) – Permitted Accessory Uses. The property is located in an R1H, Single Family and High Density district. (Page 12)

James Keven Blake, property owner and applicant was present to explain the request. There existed an historical door opening onto the former second level deck; it was known as a dust door. If the request were denied, he would have to seal the door. Currently, a neighboring home had a second floor deck.

Ms. Leigh stated there were no objections from H&B. There were no comments or questions from the public.

Mr. Black continued that the second floor deck was removed in April; it measured approximately 10' x 12'. When he purchased the home, multiple code violations existed, including the deck. A deck replacement was needed safety purposes and the proposed design would better fit the historic character of the home.

A motion was made by Mr. Nagy, seconded by Ms. Bender, to **GRANT** the request as submitted. All of the members voting yea, the motion passed.

7. **Docket 08-30-13** **1276 Warren Road**

Valerie Garcia, property owner and applicant, requests approval to build an 18 foot high garage that needs a three (3) foot variance to the maximum 15 foot, pursuant to section 1123.05(b) – Height Regulations. The property is located in an R2, Single Family and Two Family district. (Page 19)

John Garcia, property owner was present to explain the request. He wanted to increase the first level height by one foot and pitch the roof for upstairs storage.

Ms. Leigh stated there were no objections from H&B. There were no comments or questions from the public.

The Board sought affirmation the second level would be for incidental storage only.

A motion was made by Mr. Krewson, seconded by Ms. Bender, to **GRANT** the request with the stipulation the second level would be for incidental storage only. All of the members voting yea, the motion passed.

8. **Docket 08-31-13** **12973 Clifton Boulevard**

Paula Pamela Eurich Kenney, property owner and applicant, requests approval of an eight (8') foot fence along the west property line, pursuant to section 1153.02(c)(1) – Regulations. The property is located in an R2, Single Family and Two Family district. (Page 24)

Mr. Nagy announced that the request had been **WITHDRAWN** by the applicant. No action was needed by the Board.

9. **Docket 08-32-13** **1586 Arthur Avenue**

Paul Beegan, Beegan Architectural Design, applicant requests approval of a four foot, four inch (4', 4") variance to the allowed 15 foot maximum in order to build a 19 foot, 4 inch garage in height, pursuant to section 1123.05(b) – Height Regulations. The property is located in an R2, Single Family and Two Family district. (Page 30)

Paul Beegan, applicant and Diane Craighead, property owner were present to explain the request. A larger garage was needed allow for vehicular maneuverability and a rear walk-up stairway to the upper level for storage.

Ms. Leigh stated there were no objections from H&B.

Mary Huck, 1579 Lakeland Avenue was concerned about a larger garage casting a shadow over her vegetable garden. It was determined that her property was not directly adjacent to the proposed garage and would not be affected.

A motion was made by Ms. Bender, seconded by Mr. Krewson, to **GRANT** the request as submitted. All of the members voting yea, the motion passed.

UPDATE

10. **Docket 08-33-13** **Communication from the Department of Planning and Development Regarding a Parking Study of Uptown Madison**

At the May 16, 2013 meeting, a parking variance for the applicant located at 15603 Madison Avenue, Roxu, LLC was reviewed and approved. At that meeting, the Board of Zoning Appeals requested a parking study of Uptown Madison to be completed in order to better understand the parking supply and demand. City staff presented a working draft of the parking study for review and discussion at the meeting of June 20, 2013. (Page 34)

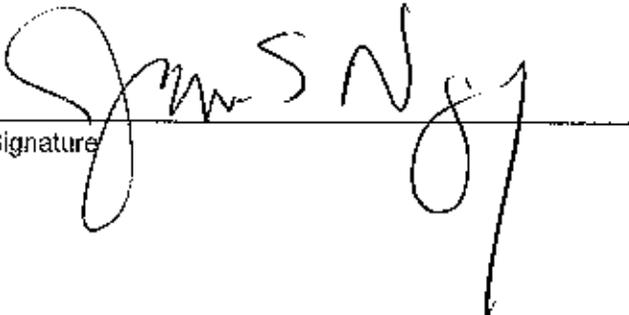
Utilizing a presentation (made part of record), Bryce Sylvester, City Planner for the Department of Planning and Development detailed the study: the number of parking spaces, the number of public and private lots, the hours and days the parking counts were conducted, the condition of the lots (surface, lighting, etc.), signage for the municipal lots, the actual usage of the lots for public parking during the weekdays, evenings, and weekends, and parking meters.

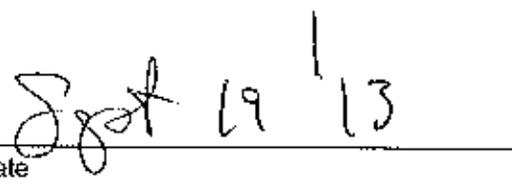
The Board sought clarification about lot municipal lots number 6 and 2, lack of signage, use for parking meters, and resurfacing. The Board wondered if residents were using the municipal lots for overnight parking. Mr. Sylvester replied that per their observations, the lots were underutilized. Lot A was included in the study, but a survey of the parking counts was not done, only for the lots fronting Madison Avenue. Storefront vacancy at the time was about 12%. The parking codes would most likely be changed in the future as the community was evolving.

Mr. Sylvester asked that the Board's written comments/edits were sent to him before the next Board of Zoning Appeals meeting on September 19, 2013.

11. ADJOURN

A motion was made by Mr. Nagy, seconded by Ms. Bender, to ADJOURN the meeting at 7:30 p.m. All of the members voting yea, the motion passed.

Signature 

Date 



Oath

I, the undersigned, hereby agree that the testimony I give at this proceeding will be the truth, the whole truth and nothing but the truth:

PRINT NAME:

SIGN NAME:

1. Kevin E Dubber

[Signature]

2. JAMES KRUM BLAKR

[Signature]

3. JOHN GARCIA

[Signature]

4. PAUL BEEGAN

[Signature]

5. DIANE CRAIGHEAD

[Signature]

6. Boyle Sylvester

[Signature]

7. _____

8. _____

9. _____

10. _____

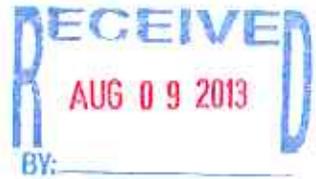
11. _____

Prepared by: The City of Lakewood Law Department, 12650 Detroit Ave., Lakewood, Ohio 44107

FOR CITY USE ONLY

Lakewood Administrative Procedure: ABR/BBS/Sign Citizens Advisory Civil Service Dangerous Dog
 Income Tax Appeals Loan Approval Nuisance Abatement Appeals Planning Zoning Appeals Other:

Date of Proceeding: Thursday, August 15, 2013



August 8, 2013

Mary Leigh
Board Secretary, Planning & Development
City of Lakewood OH
12650 Detroit Ave.
Lakewood OH 44107

RE: Docket 08-31-13
12973 Clifton Blvd.

At this time I am asking that you terminate my request for the approval of an eight foot fence along the west property line at 12973 Clifton Blvd.

If you have any questions, I can be reached at 216-407-0405.

Sincerely,

A handwritten signature in black ink that reads "Pamela Eurich-Kenney". The signature is written in a cursive style with a large initial "P" and a long, sweeping underline.

Pamela Eurich-Kenney
Property Owner

August 14, 2013
39 Cambridge Place
Englewood Cliffs, NJ 07632

**TRANSMITTED VIA FACSIMILE
AND ELECTRONIC MAIL TO Planning@lakewoodoh.net**

Mary Leigh
Board Secretary
Board of Zoning Appeals
City of Lakewood
12850 Detroit Avenue
Lakewood, OH 44107

Re: 08-31-13
12973 Clifton Boulevard

Dear Ms. Leigh and Members of the Board of Zoning Appeals:

We understand that the property owner of said property has filed a request for approval of an eight foot (8') fence along the west property line of said property. Please be advised that we are the property owners of the real property abutting the above property to the west of said property. It is against our property that the proposed fence is to be built.

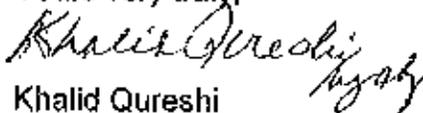
We respectfully submit the following comments:

Pursuant to Building Code 1153.02 (j), the fence must "be placed entirely *within* the property line of its respective parcel" [emphasis added]. The proposed fence is to be erected along a portion of the property on which each property owner has installed a driveway, providing access from the street to the rear of each parcel. Each driveway is located within its respective property lines; this is not a "common" driveway nor is there an easement governing either. Three years ago, we had a property survey performed which determined that our driveway is fully within our property; there is no encroachment. Our concern is that the fence must be erected *within* the applicant's parcel pursuant to Code, not on the property line.

Further, our concern is that all phases of construction of the fence must be conducted entirely on the applicant's property so as to not impede access or egress to our property.

Thank you for your consideration.

Yours very truly,


Khalid Qureshi


Ann L. Qureshi

Subject: 4', 4" building variance on 1588 Arthur Avenue by Beegan Architectural Design, 8/15 hearing
From: Ms mary huck (theclevelandwoman@yahoo.com)
To: Planning@lakewoodoh.net;
Date: Thursday, 15 August 2013, 17:43

Hi-

Regarding the variance for the 19 1/2' building adjoining my property (my address is 1579 Lakeland): I have nothing, in principle, against the neighbors' building the structure described. Such a structure, however, would infringe upon my life style in a serious manner. I utilize my yard for vegetable gardening. The present bushes and trees of the neighbors' property are tall enough (approx. 10') to shadow much of my garden until after 4:00 pm; a building of 19 1/2', if nearer than a few feet from my property line, would render the garden in shadow until afternoon. Such a situation would cause the number of hours of direct sunlight to my usable back yard to be insufficient for gardening, and thus make gardening for me impossible.

I, therefore, feel my neighbor should be denied the privilege of a zoning variance if it is within fifteen feet of the property line. If they choose to build the structure an adequate distance from the property line as to not directly affect my garden, I would gladly accept the variance request.

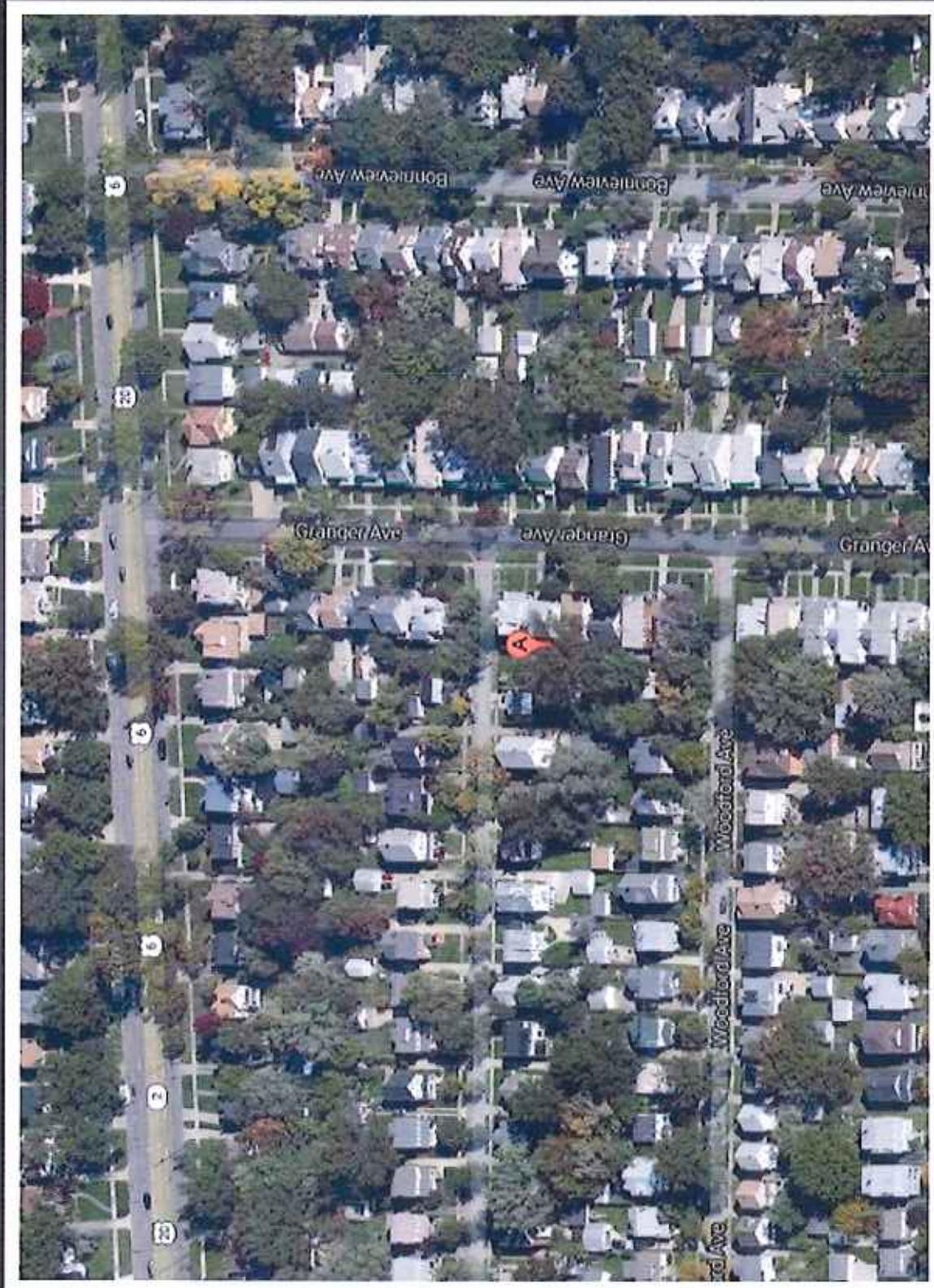
Sincerely,

Mary Huck

Board of Zoning Appeals

August 2013

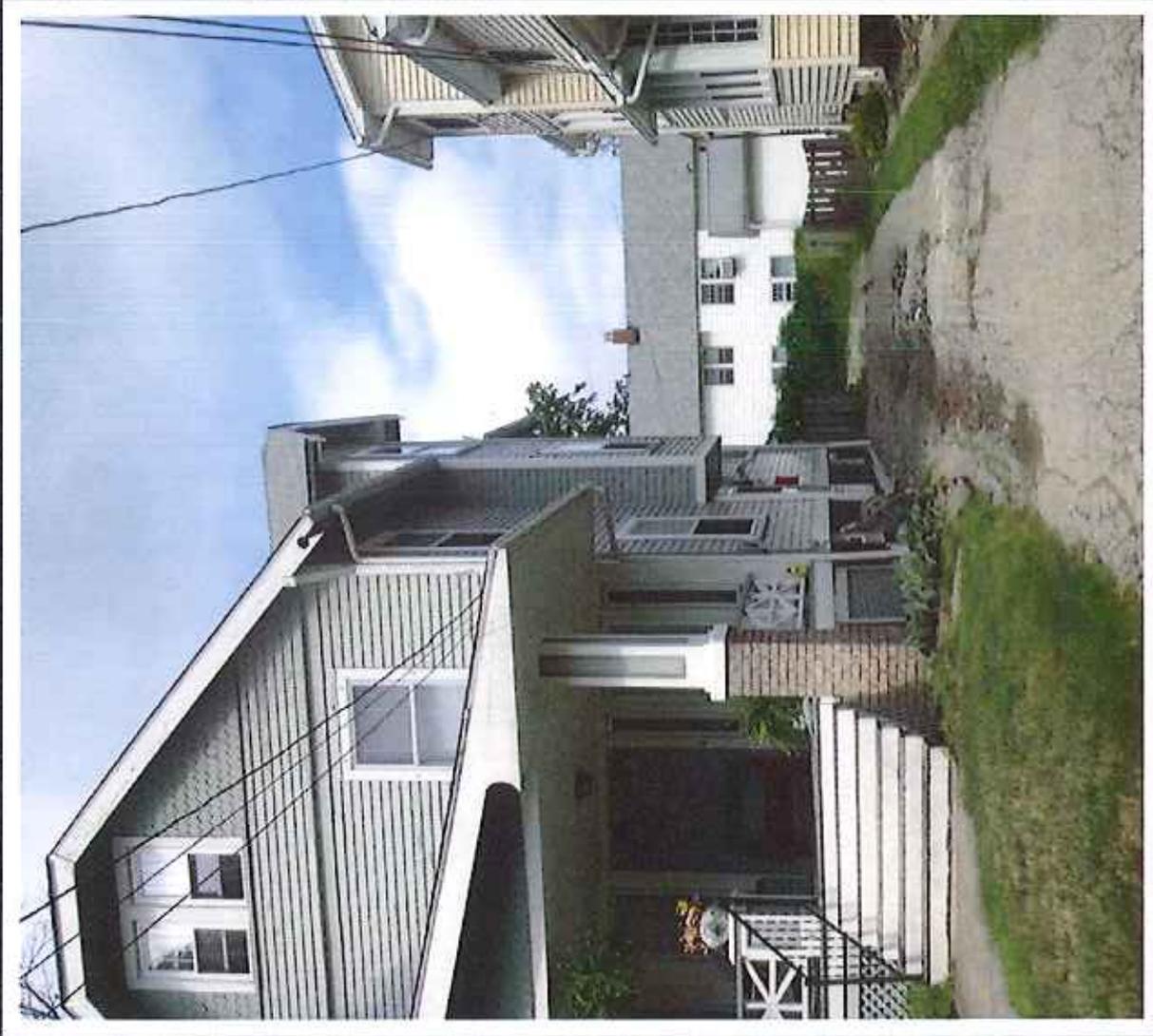




1240 Granger Avenue



12/26 August 2015



1240 Granger Avenue

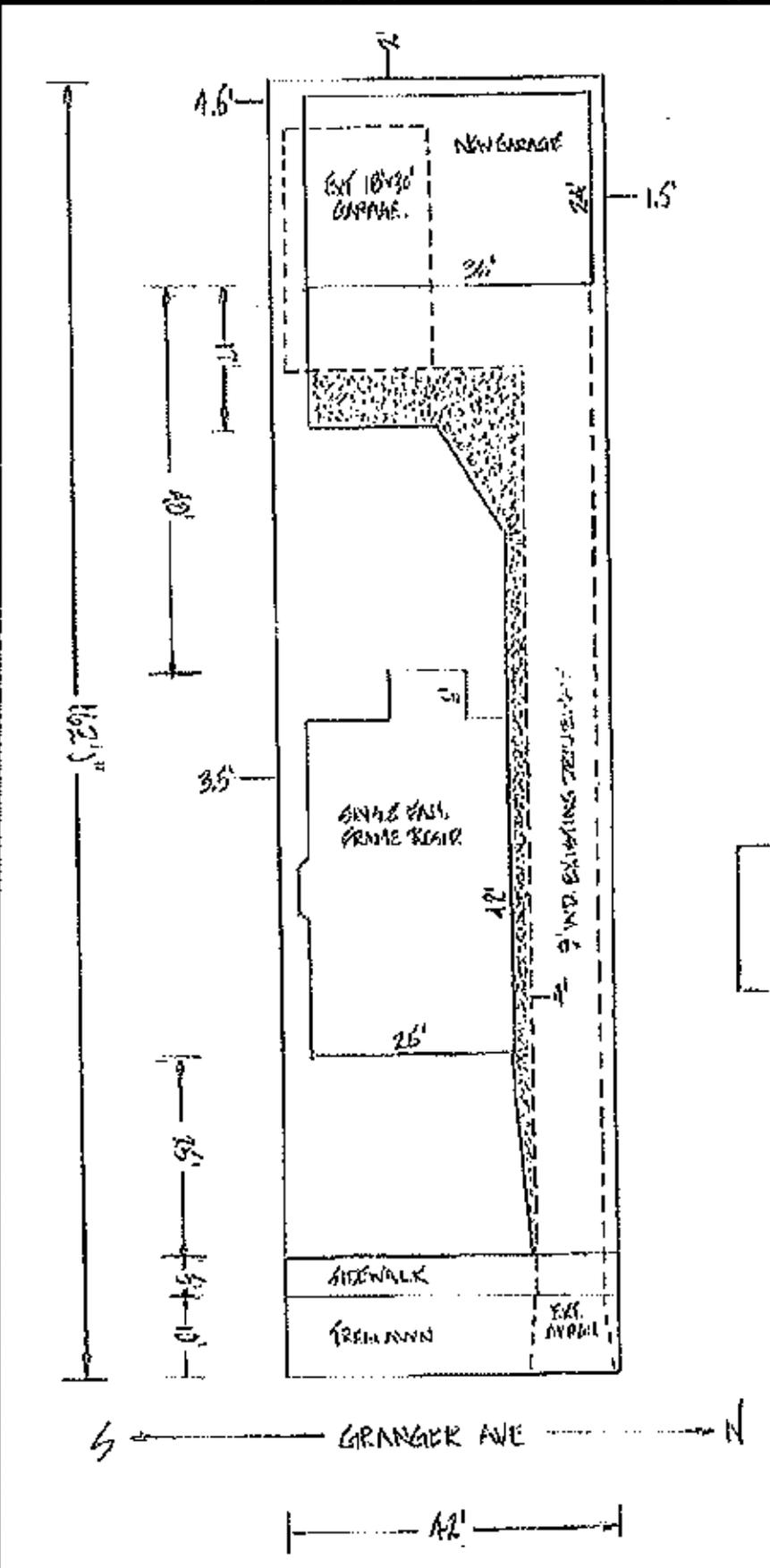


322 Lakewood 9913



2024 August 2013

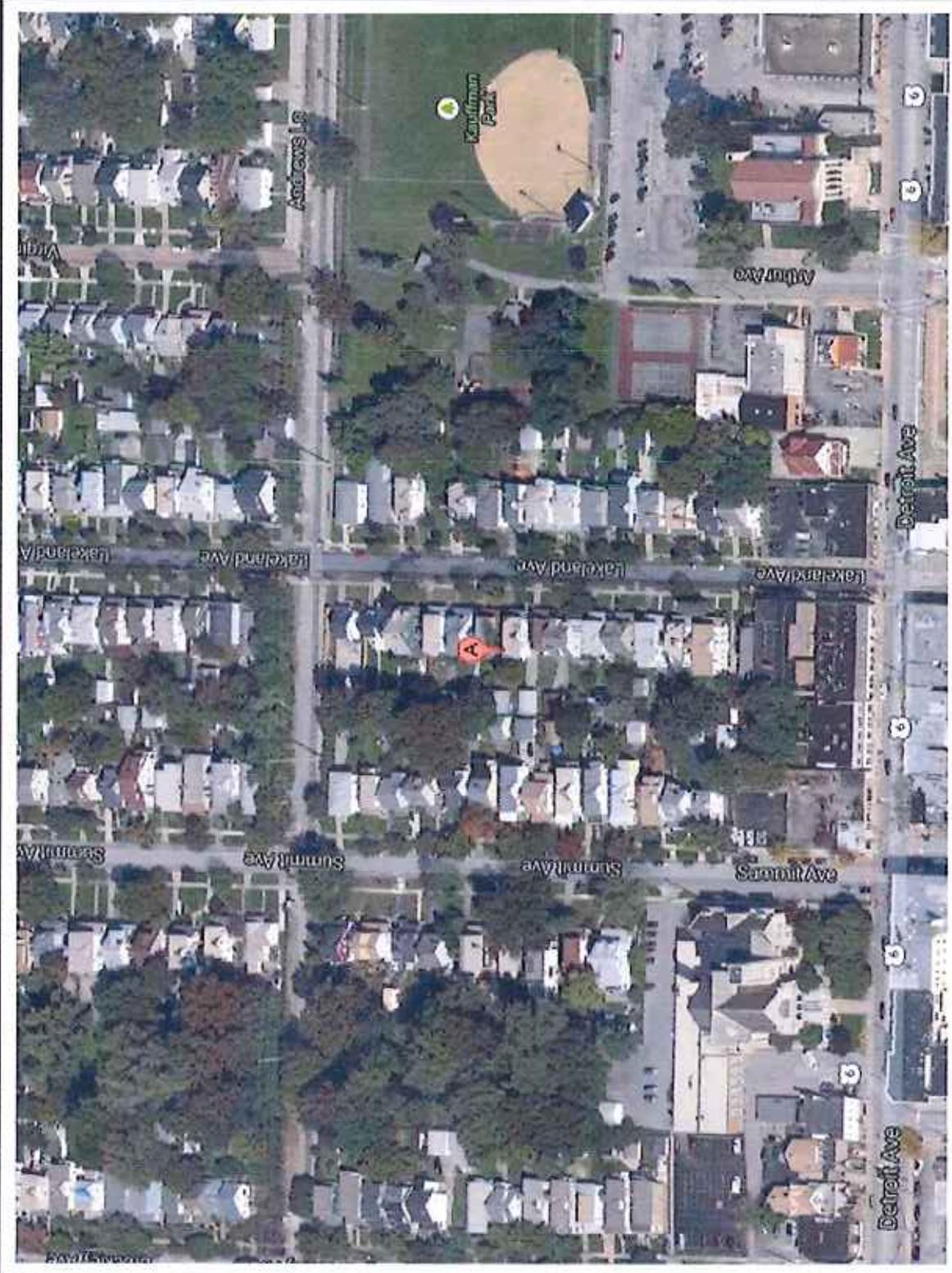
1240 Granger Avenue



1240 Granger Avenue



DATE: August 2012



© 2012, All Rights Reserved



1344 Lakeland Avenue

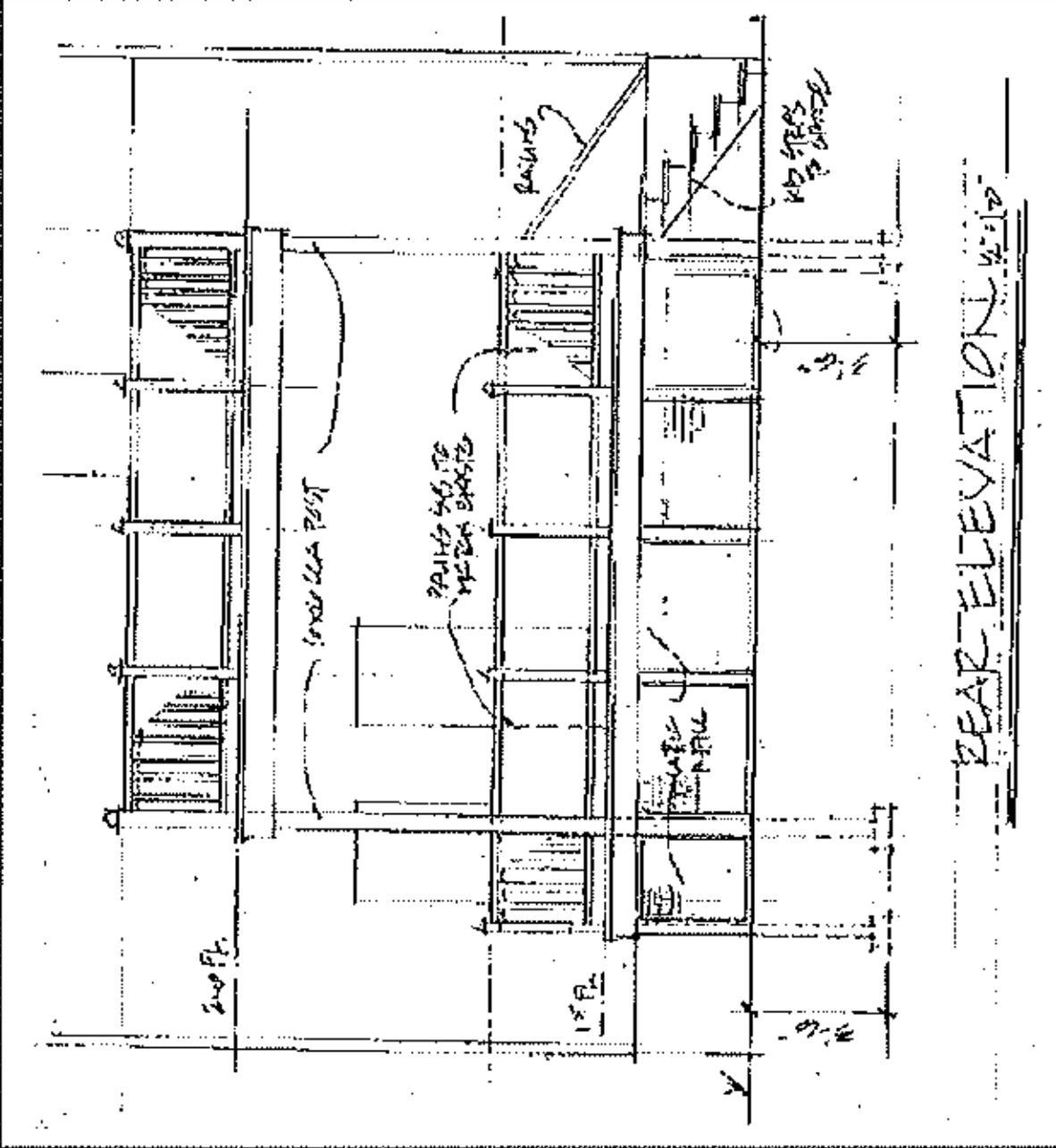


1344 Lakeland Avenue

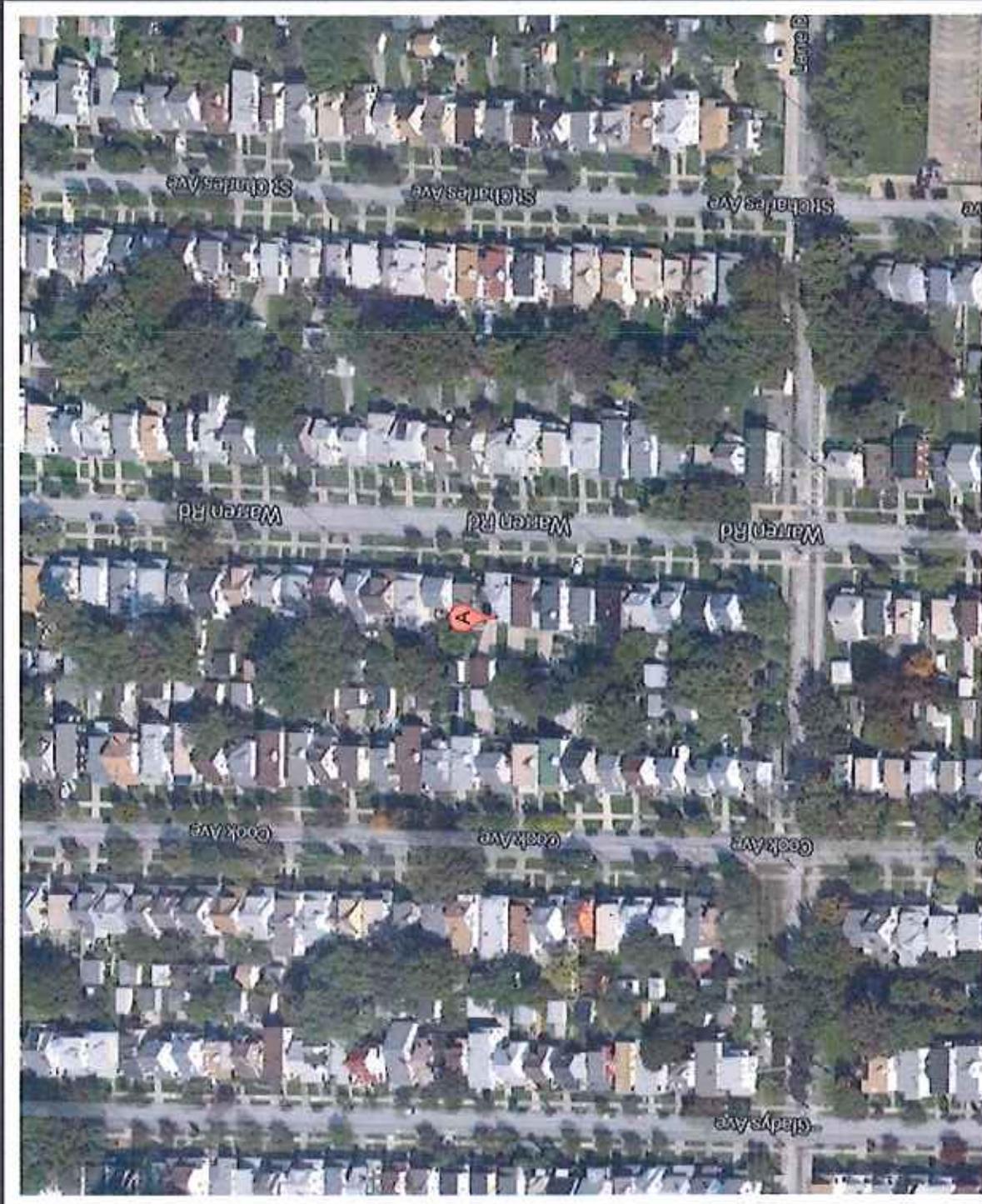


2727-766-6600





1344 Lakeland Avenue



1276 Warren Road



© 2014 Lakewood, Ohio



1276 Warren Road

227, August 2013





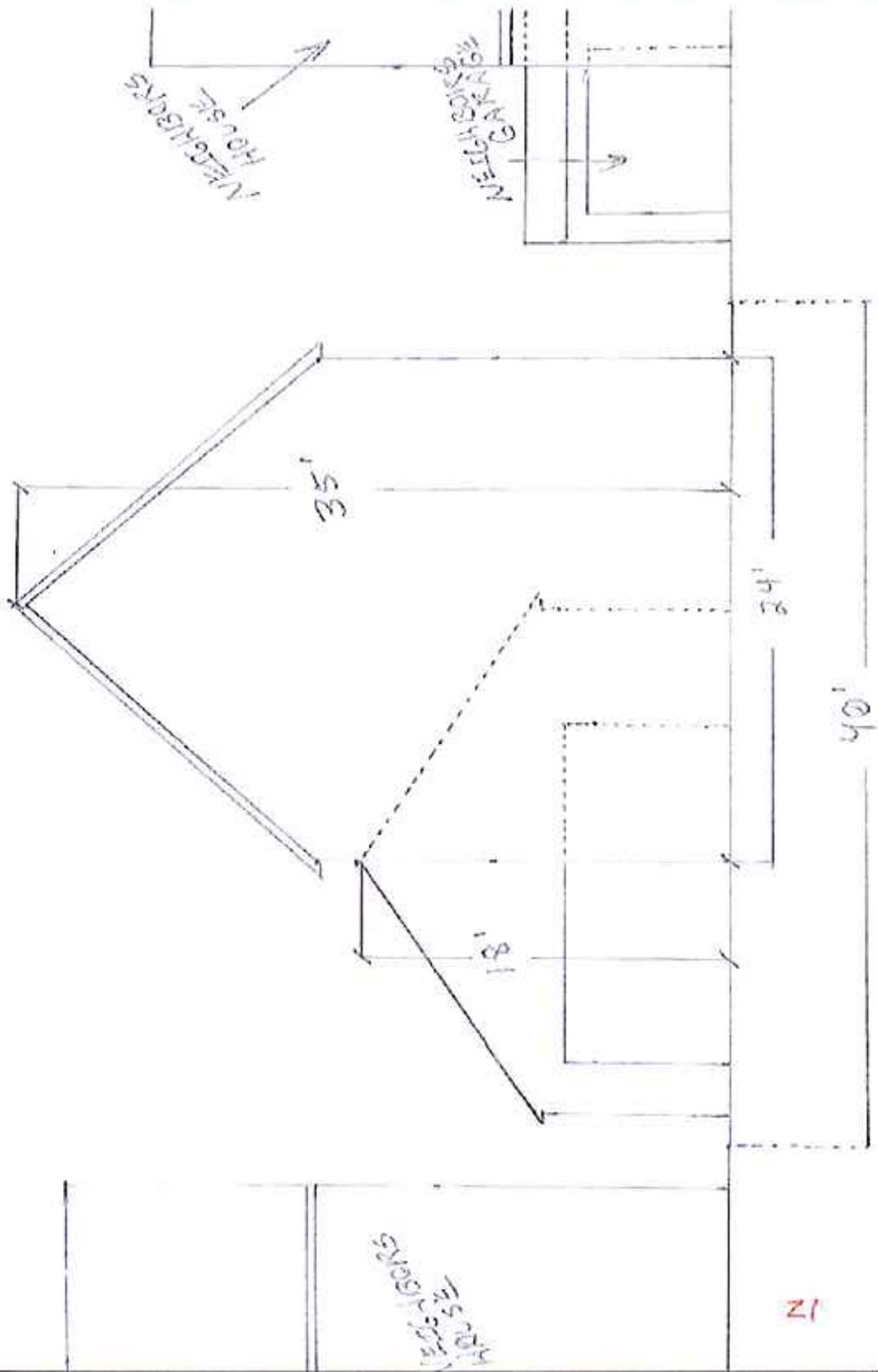
1276 Warren Road



678.53.5300

VIEW FROM WARREN ROAD
HOUSE IN FOREGROUND

N →



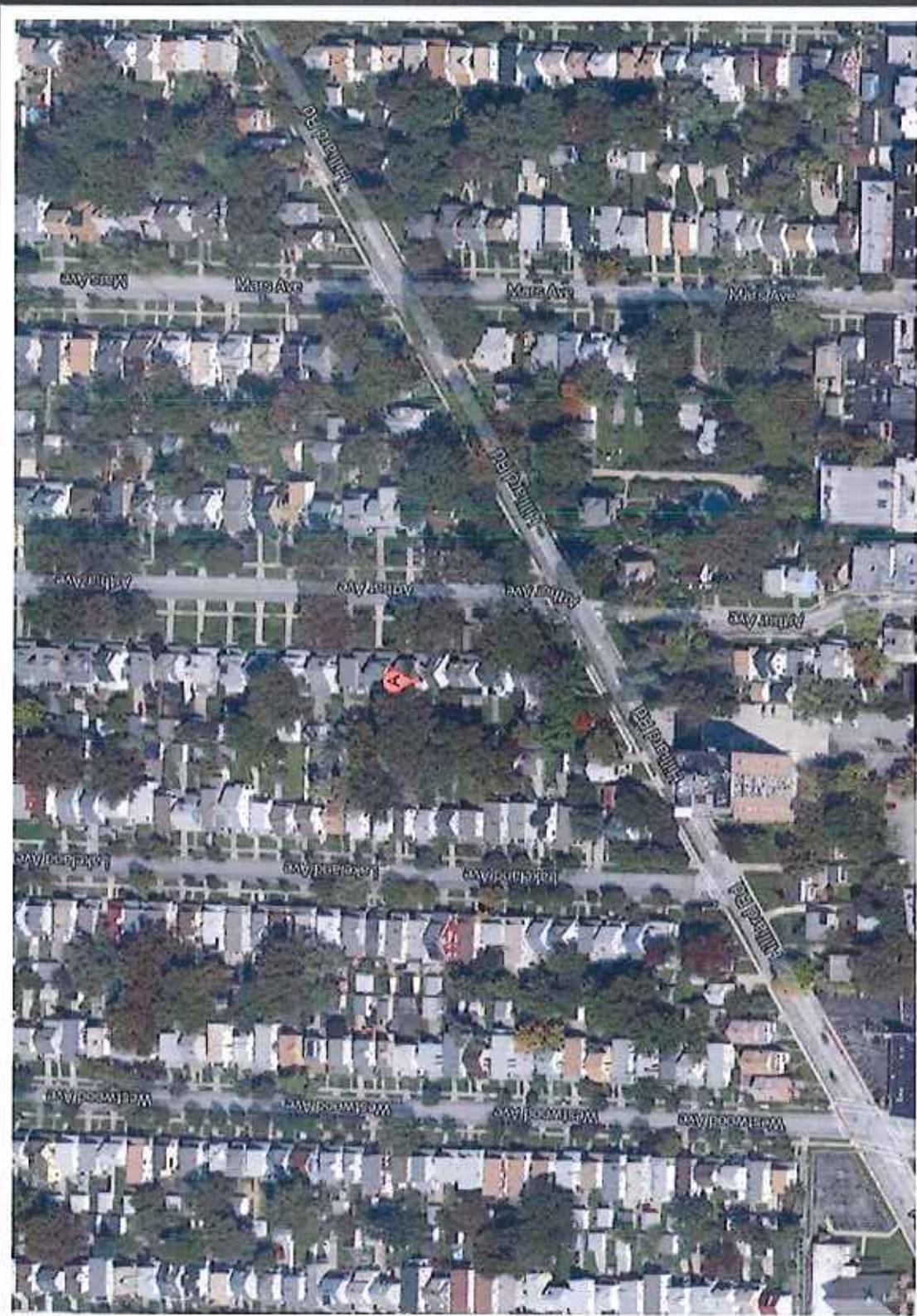
1276 WARREN

12



©2014 Lakewood Ohio

1276 Warren Road



1586 Arthur Avenue



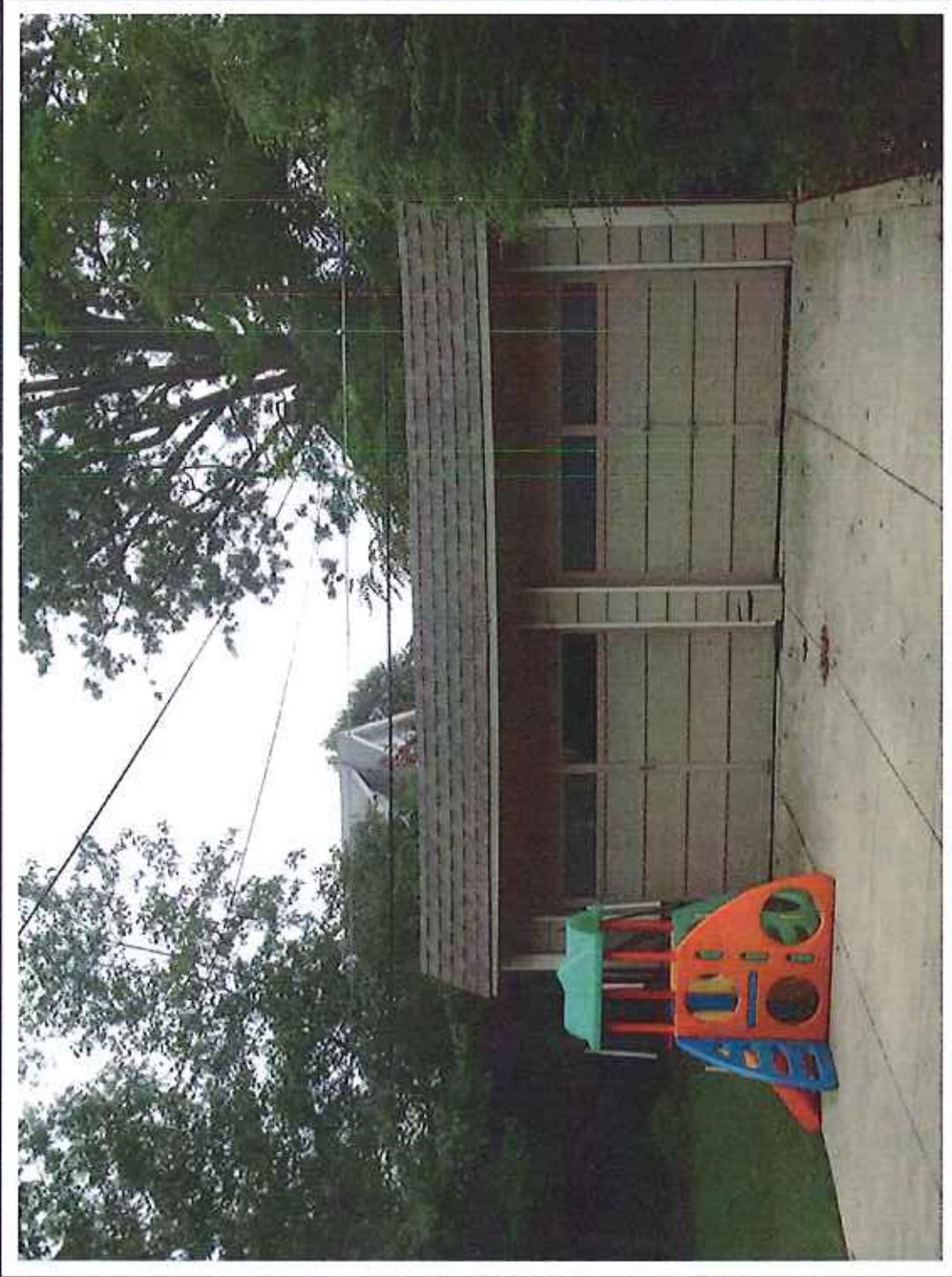
©2010 Lakewood Ohio



©2013 August 2013

1586 Arthur Avenue





ESTABLISHED 1913

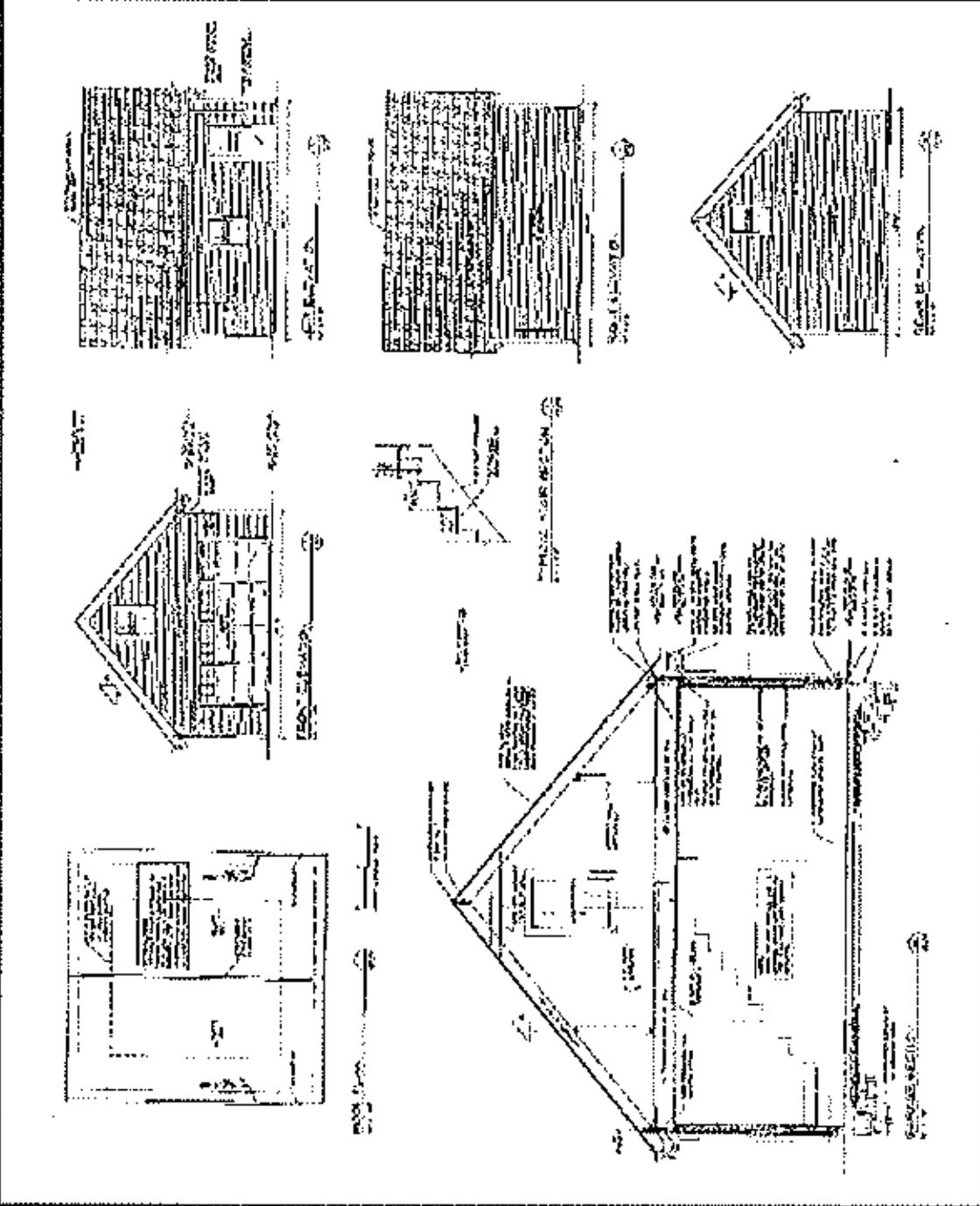
1586 Arthur Avenue



LAKWOOD
OHIO

8224 Arthur Ave

1586 Arthur Avenue



15886 Arthur Avenue



2017 Revised 2018

Board of Zoning Appeals

August 2013





PARKING STUDY REPORT

Uptown Madison

City of Lakewood, Ohio
Department of Planning and Development

August 2013

This page is left intentionally blank.

Executive Summary

The Uptown Madison Parking Study has been conducted by the Planning and Development Department in order to assess current parking inventory and usage. This assessment provides parking insights and will guide future public reinvestment to the emerging commercial district along Madison Avenue. The study was conducted in response to Uptown Madison experiencing high retail occupancy rates, which triggered an increase in parking variances granted by the Board of Zoning Appeals.

The following is a summary of major findings:

- The Uptown study area contains approximately 781 total parking spaces (635 off-street and 146 on-street)
- Study consists of 36 surface parking lots both public (2) and private (34)
- The greatest parking utilization was found in facilities between Lakeland and Arthur Avenues
- According to current parking variances, a minimal parking deficiency of 4% is seen throughout the Uptown Madison boundaries; however, a major parking surplus occurs on the average weekday evenings.
- 3 Key Recommendations:

Public infrastructure improvements to municipal lots

Exploration of shared parking agreements

Formation of on-street meter strategies

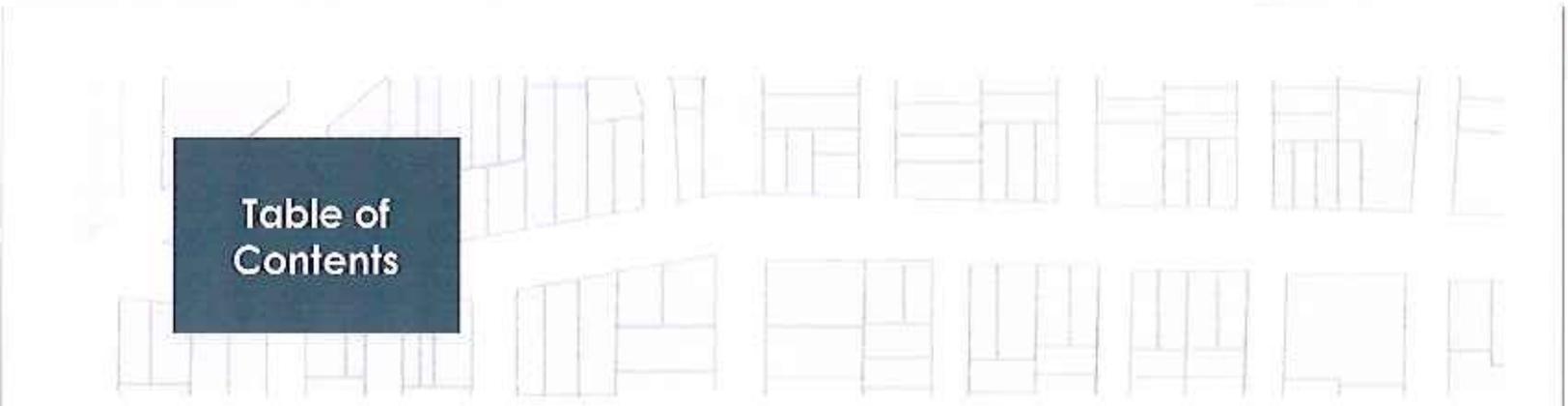


Table of Contents

Section 1	Introduction	1
	Exhibits 1 and 2	3-4
Section 2	Parking Inventory	5
	Exhibits 3 through 5	6-7
Section 3	Findings	9
	Exhibits 6 through 11	12-15
Section 4	Recommendations	16
Section 5	Appendices	18
	Appendix A: Uptown Madison Parking Standards	19-20
	Appendix B: Parking Lot Design Standards	21
	Appendix C: Uptown Madison Parking Data	22-24

This page is left intentionally blank.

Section

1

Introduction

What is Uptown? Uptown Madison is a mixed-use urban environment primarily comprised of commercial office and retail space, residential units, and a diverse range of neighborhood bars and restaurants. The 19 acre site, shown in Exhibit 1, is the next emerging commercial district in Lakewood. Local entrepreneurs have eyed Madison, redeveloped storefronts, and retrofitted spaces to accommodate new businesses. This growth, while welcomed by the city, has created a perception of deficient parking inventory and congestion in lots dedicated to current businesses.

Study Area Boundaries Bounded by Warren Avenue to its east and Hilliard Boulevard to its west, Uptown Madison extends for nearly ½ mile east to west along Madison Ave. The study area encompasses on street parking along 11 side-streets and Madison Avenue. The central commercial district of Uptown referred to in this study is located between Lakeland and Arthur Avenues.

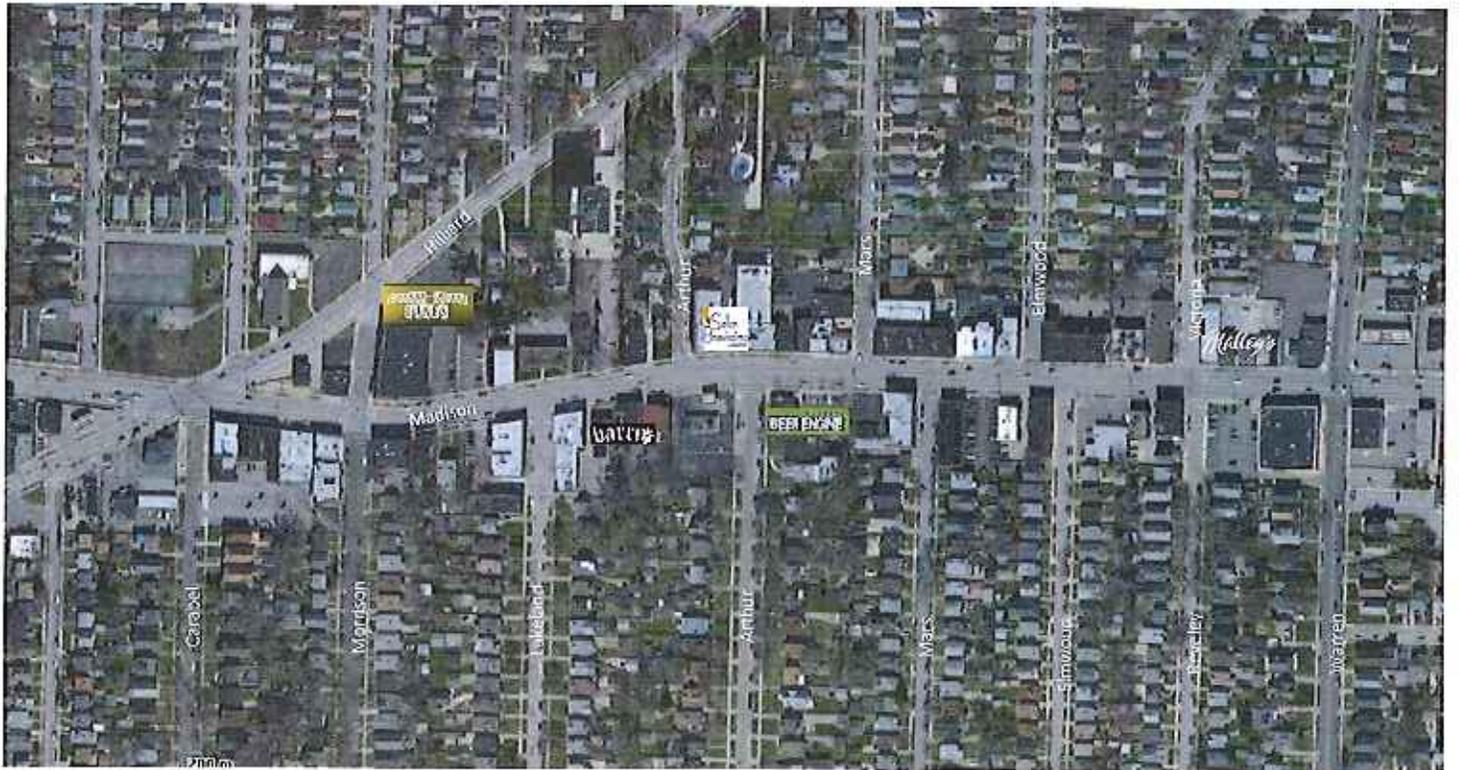
Methodology The Planning and Development Department conducted the parking survey first by identifying the 36 lots within the district and coding inventory by street block. The current stock was then cross-listed with Chapter 1143 of the Codified Ordinances to determine parking efficiency or deficiency. The department defined deficiency as the shortage of required parking per lot according to usage, whether residential, retail, food and beverage, office and business, or entertainment.

Car counting occurred weekday and weekend mornings, afternoons, and evenings between June 5th and June 22nd. Surveys were conducted at 7:00 am, 3:00 pm, and 7:00 pm Monday through Thursday. Additional counts at 10:00 pm were made Friday and Saturday.

Western Uptown Madison as seen from above. Full district view is seen on the following page.

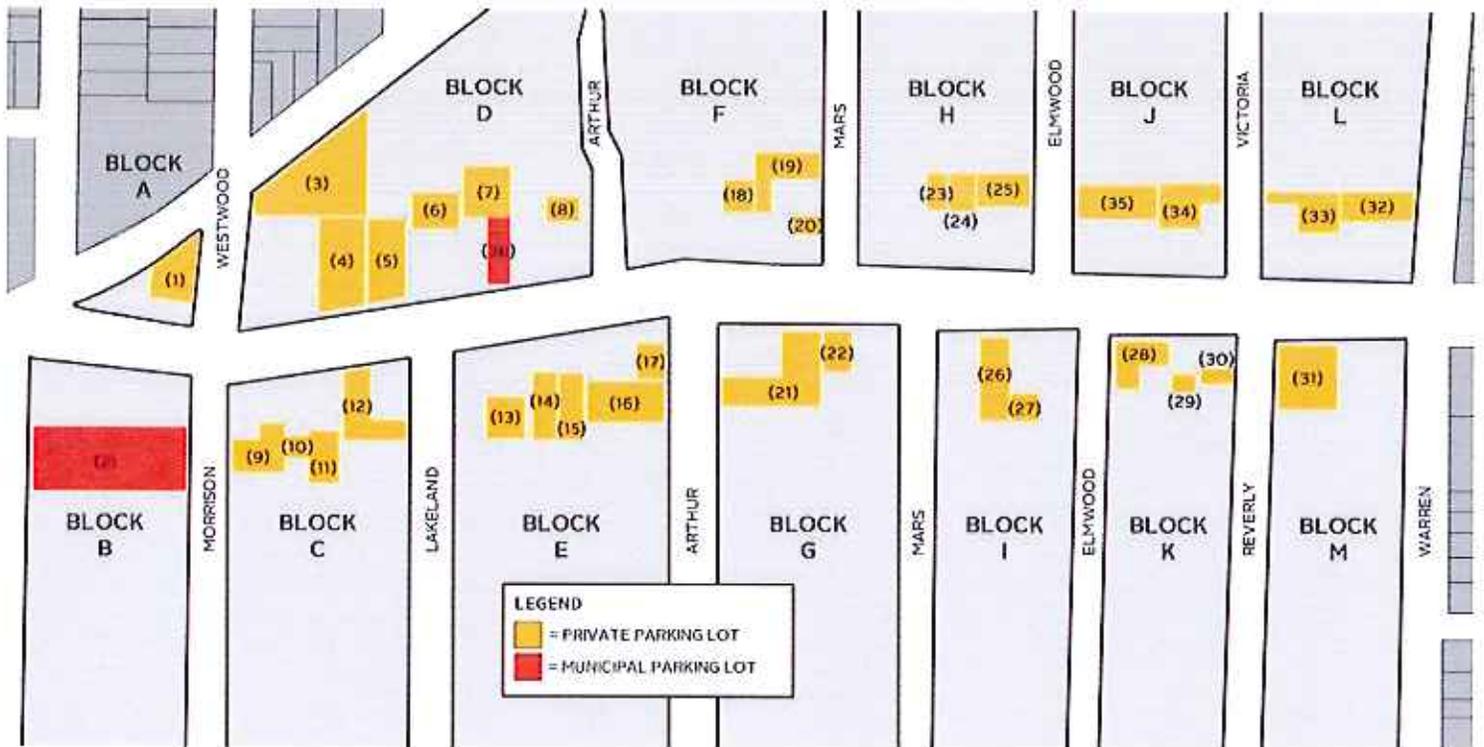


Exhibit 1 Introduction | Overview Map



STUDY AREA BOUNDARY
Uptown Madison
City of Lakewood, Ohio

Exhibit 2 Introduction | Lot Identification Map



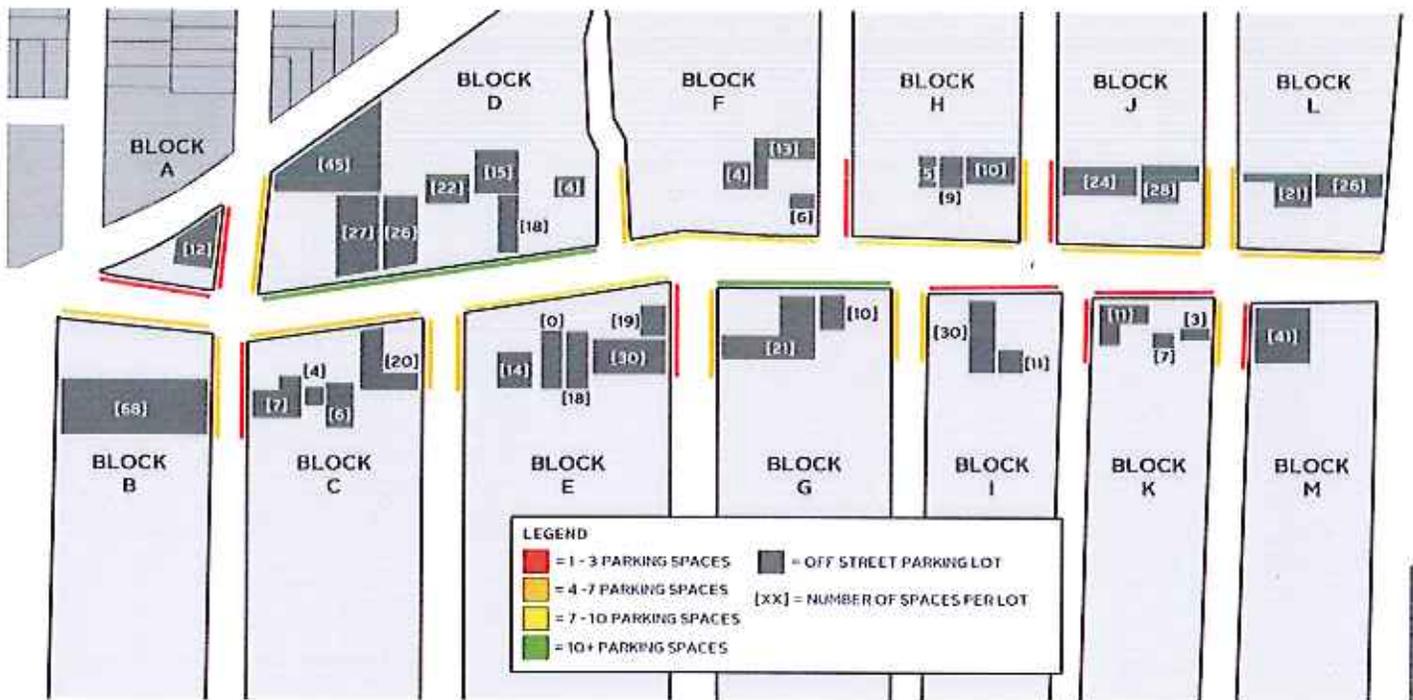
STUDY AREA BOUNDARY
 Uptown Madison
 City of Lakewood, Ohio

Section

2

Parking Inventory

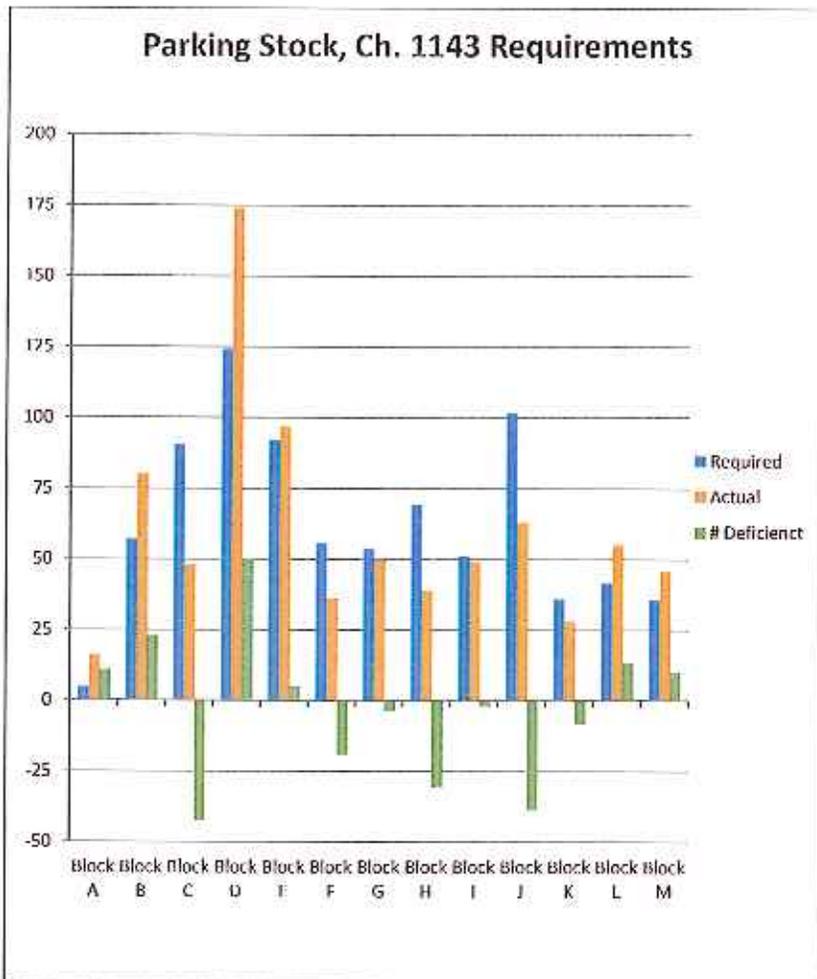
Exhibit 3 Parking Inventory | On and Off-Street Inventory Map



STUDY AREA BOUNDARY
 Uplown Madison
 City of Lakewood, Ohio

Exhibit 4 Inventory | Parking Stock Graphic

Exhibit 5 Inventory | Parking Stock Chart



TYPE OF PARKING	SPACES	PERCENT
On-Street Unmetered	72	9.2%
On-Street Metered	74	9.5%
Total On-Street Parking Spaces*	146	18.7%
Off-Street Public		
Surface Lots	86	11.0%
Off-Street Private		
Surface Lots	549	70.3%
Total Off-Street Parking Spaces	635	81.3%
GRAND TOTAL Parking Spaces	781	100.00%

Current Inventory The Uptown Madison study area contains approximately 781 parking spaces in 36 surface lots and on-street areas. Only two lots are public, unmetered spaces for patrons to utilize when visiting the Uptown district. The highest concentration of surface lots is located between blocks B and E on the south side of Madison and A and D on the north, as seen in Exhibit 3. The parking stock in this central area accounts for 53% of the total inventory and is of primary concern for the study. These blocks are significant to the study as key public and private reinvestment continues in the aforementioned block bounded by Carabel and Arthur Avenues

Deficiencies The Planning and Development Department have defined parking deficiency definition as the negative differences between the actual number of parking spaces and the required number of spaces in public and private lots as prescribed by Chapter 1143 of the Lakewood Codified Ordinances (See Section 5, Appendix A). As seen in Exhibit 4, only Block C, in our primary focus area, has a deficiency of 43 spaces or 47%. Additionally, Block E, which is at the central commercial area of Uptown, only sees a five-space surplus. While not deficient, the narrow surplus in this block mimics the overall findings of this report.

Blocks of Interest Block A and Block B are located at the western entrance of Uptown. 16 on-street parking options accompany the 80 public-private spaces in two surface lots. Block B incorporates Lot 2, the first municipal lot in the Uptown Madison district. Block C is comprised of four private lots with 11 on-street spaces for district patrons. Block D has the highest concentration of spaces in the central commercial area with a surplus of 50 spaces. Additionally, Block D incorporates Lot 36, the second municipal lot. Finally, Block E, as mentioned earlier, has but a 5 space surplus with 16 public on-street spaces.

Municipal Signage in
Lot 2, Block B



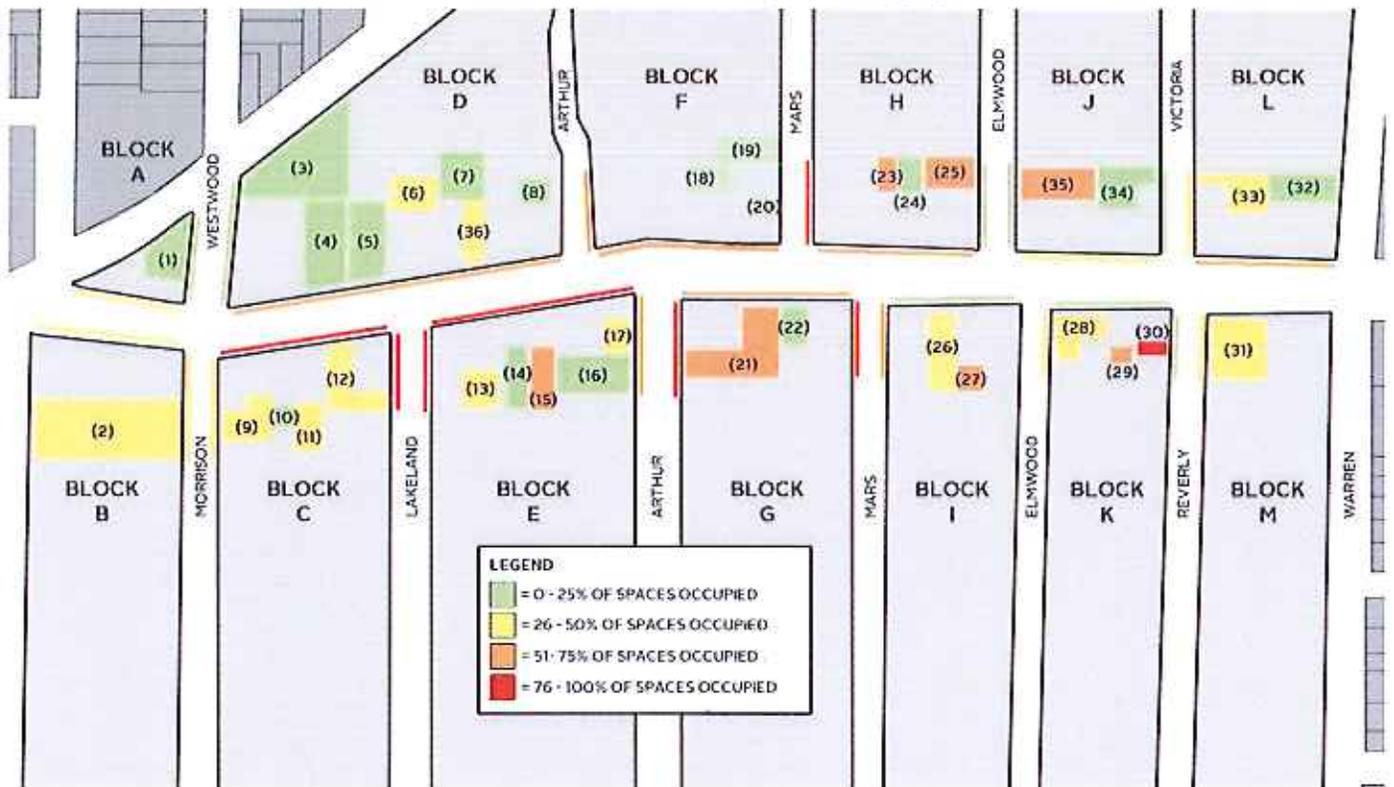
Section

3

Findings

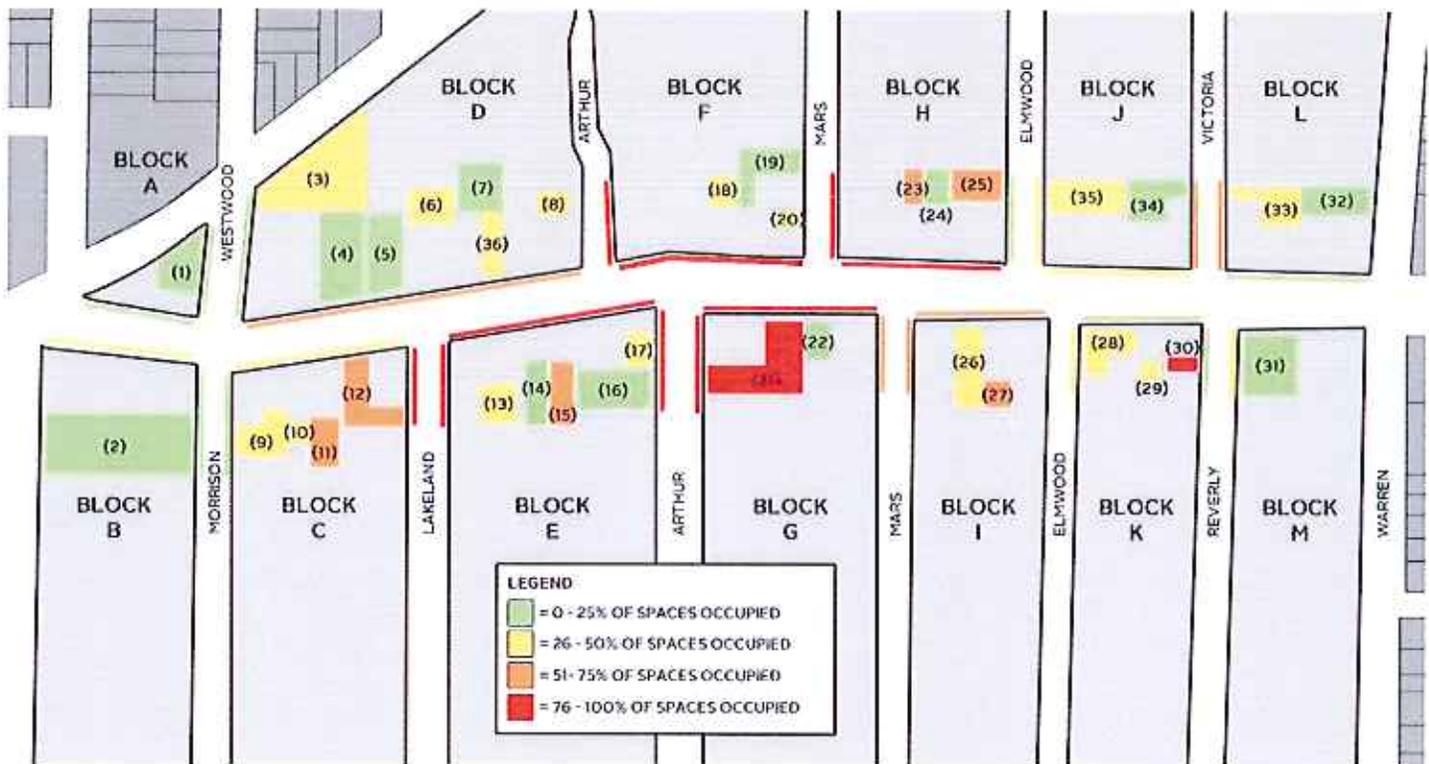
Underutilization	The data in Appendix C shows an overall underutilization of surface lots throughout the Uptown Madison District. Only five blocks are over 50% occupied throughout the average weekday at 9:00 am, 3:00 pm, and 7:00 pm. Additionally, just six blocks are over 50% occupied on the average weekend at 7:00 pm and 10:00 pm. The general perception of overcrowding is dispelled by the data and signifies that the 4% total parking deficiency has not created an increased burden within the Uptown Madison boundaries. However, findings show a concentration of parking within Blocks A-E. While surface lot parking averages fewer than 50%, on-street parking during key evening hours is well occupied. This may be a sign of a public demand for parking and the underutilization of municipal Lots 2 and 36.
Concentration	The concentration of parking has occurred in the observed commercial district centered between Blocks A and D. Additionally, Blocks E, F, G, and H have high on-street patronage along Madison on the average weekday evening at 7pm. These blocks averaged on-street parking between 51%-75% with the exceptions of Blocks A and B, which saw just between 26%-74% utilization. These findings are shown in Exhibit 5 and are visibly contrasted against the utilization and concentration of surface lot parking during the 7:00 pm weekday hour. Lot 15 is the only lot with over 75% occupancy. Other highlights include: public Lot 2 underutilization across all hours with a mere high occupancy of 34% on the average weekday at the 7:00 pm hour, and Lot 36 occupancy rate of 48% on weekday evenings and 53% on weekend evenings. Lot 7, which borders municipal lot 36, was also underutilized throughout all survey times with a high of just 23% on the average weekday evening, 7:00 pm.
Other Findings	6 private lots (21, 23, 25, 27, 29, and 35) have over a 75%-occupancy rate during the average weekday hour at 7:00 pm. The Eastern blocks of Uptown Madison are active, but the lots primarily serve residents of accompanying buildings. This finding, while significant, shows that the observed deficiencies seen in the eastern blocks may cause parking shortages for residential and business utilization according to Exhibits 4 and 5. Additionally, Exhibits 9-11 further suggests the utilization of municipal lots and block parking throughout the western side of Madison Avenue.
Assumptions To Findings	The parking survey and data analysis has shown a demand for public parking options (Exhibits 8-10). While the demand is evident through the on-street usage, municipal lot usage remains low. This may be due to a number of factors: low visibility or unawareness of public surface lot options, distance of public Lot 2 to the commercial center of Uptown Madison, and private lot deficiencies on high-traffic residential, office, and food and beverage properties.

Exhibit 6 Utilization | On and Off-Street Usage, Weekday 7 pm



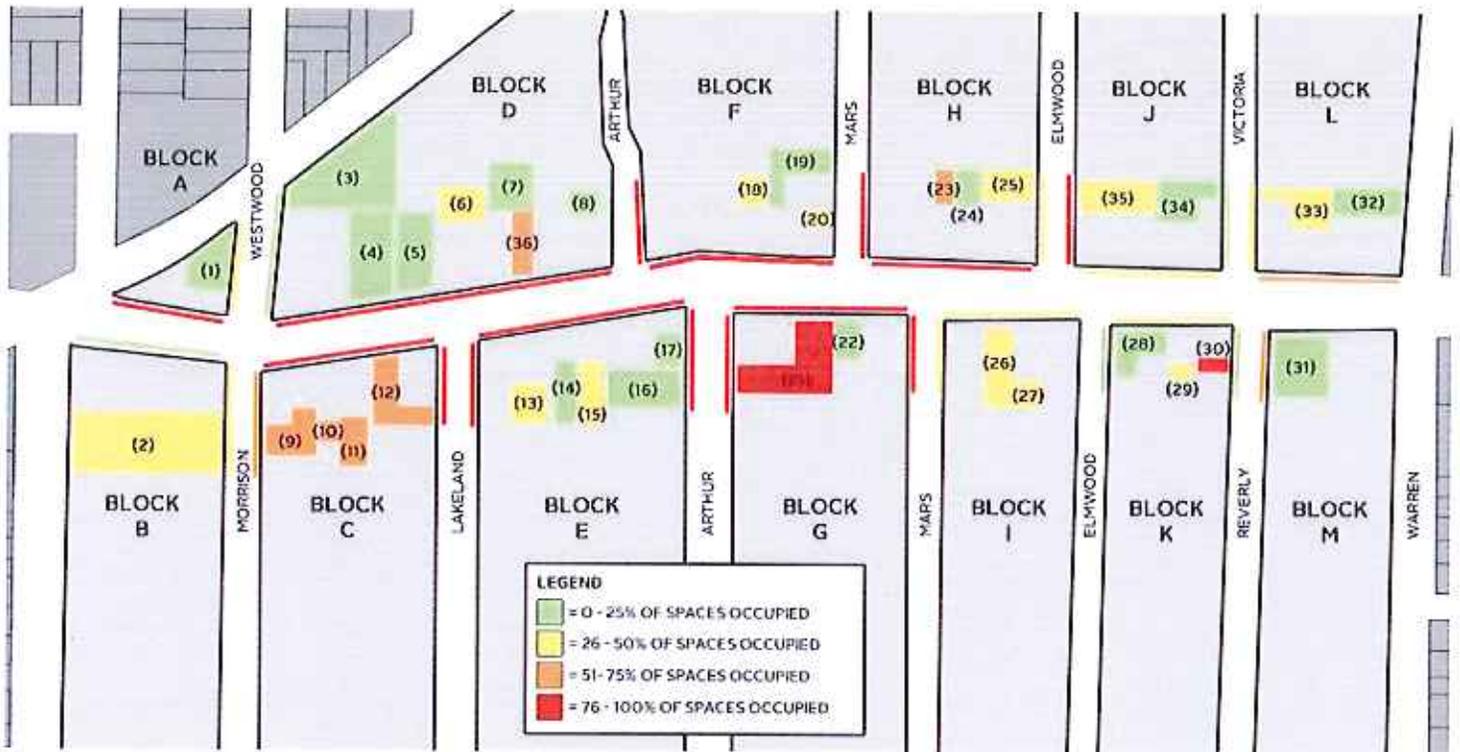
STUDY AREA BOUNDARY
 Uplown Madison
 City of Lakewood, Ohio

Exhibit 7 Utilization Map | On-and-Off Street Usage, Weekend 7 p.m.



STUDY AREA BOUNDARY
 Uptown Madison
 City of Lakewood, Ohio

Exhibit B Utilization Map | On-and-Off Street Usage, Weekend 10 P.m.



STUDY AREA BOUNDARY
 Uptown Madison
 City of Lakewood, Ohio

Exhibit 9: Friday Lot Utilization

LOT	TYPE	CAPACITY	9:00 AM	%	3:00 PM	%	7:00 PM	%	10:00 PM	%
Lot 2	Public Lot	68	24	35%	19	28%	17	25%	17	25%
Lot 36	Public Lot	18	12	67%	9	44%	9	50%	8	44%
Lot 3	Private Lot	45	2	4%	8	44%	4	9%	0	0%
Lot 31	Private Lot	34	7	21%	4	44%	10	29%	7	21%
Lot 7	Private Lot	31	7	23%	10	44%	7	23%	4	13%
Lot 21	Private Lot	21	0	0%	13	44%	21	100%	16	76%
lot 15	Private Lot	24	16	67%	13	44%	9	38%	0	0%

Exhibit 10

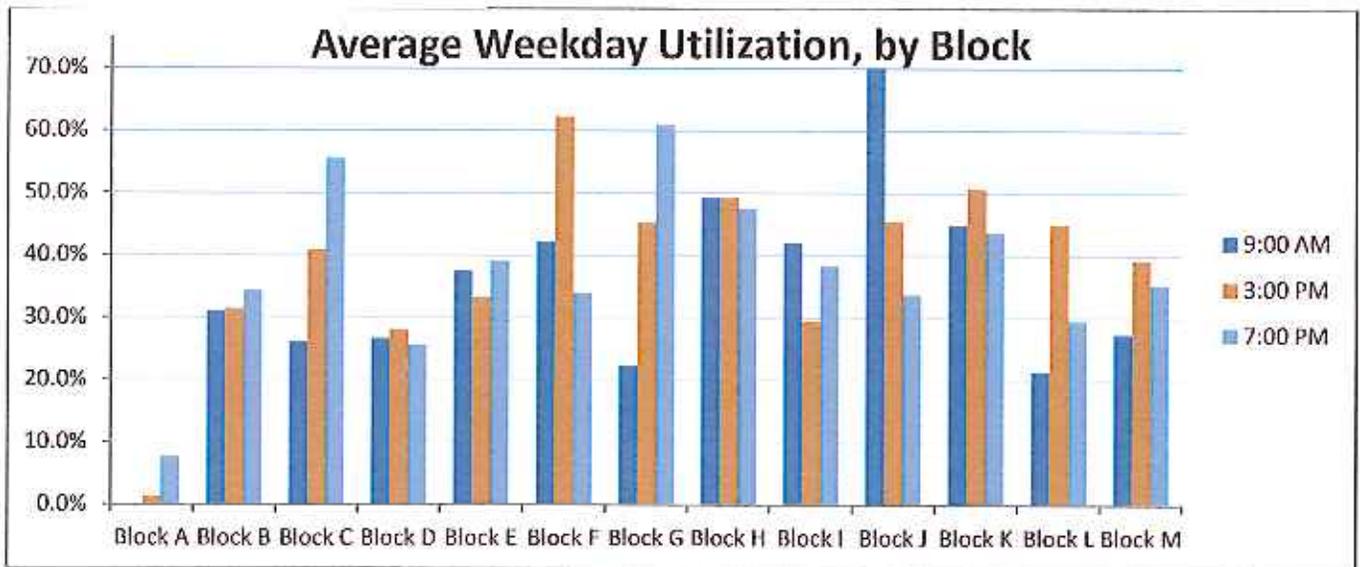
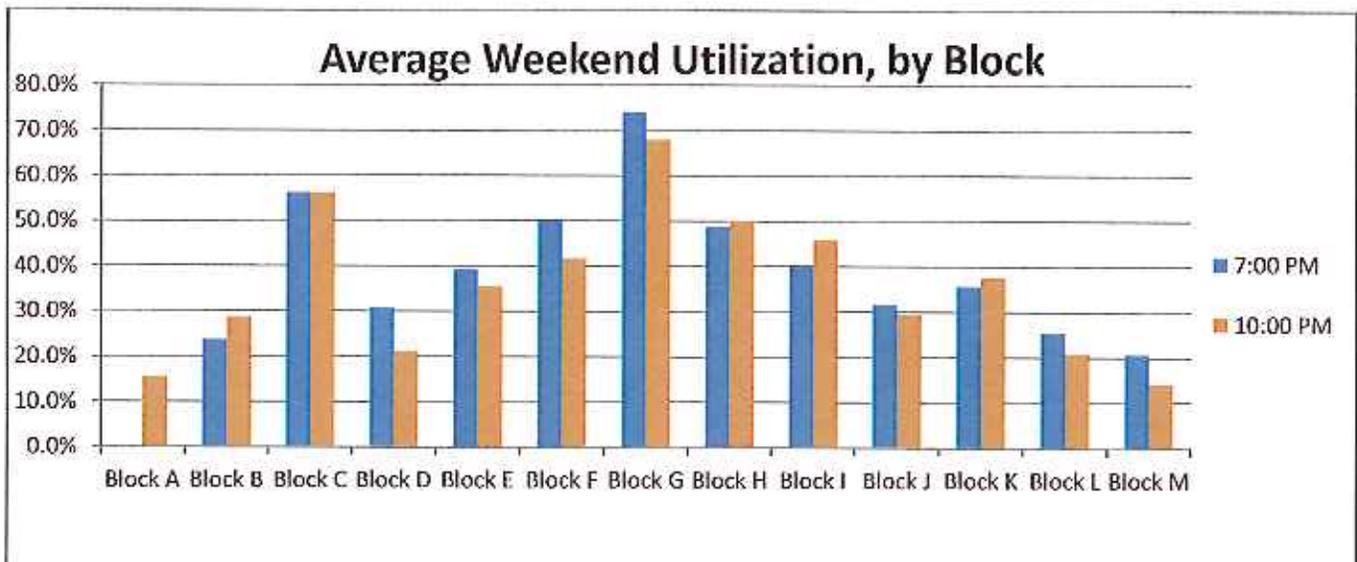


Exhibit 11



Section

4

Recommendations

Solutions to the perceived problem of parking congestion are paramount to alleviate business owner concerns regarding the expansion of the commercial entities in Uptown Madison. As the retail cluster continues to grow, parking congestion may occur. The Planning and Development Department has compiled three recommendations to promote availability of the current parking stock and alleviate on-street congestion during daytime and evening business hours. In accordance to parking design standards and guidelines, the recommendations provide feasible, low-cost solutions that respond to the public demand for parking along Madison as well as three address business owner concerns.

1. Municipal Infrastructure Improvements:

Improvements to lot resurfacing and restriping should be investigated. Particular attention should be paid to Lot 36 because of its central location and underutilization during peak business hours throughout the week and weekend. Additionally, improvements to current signage promoting municipal lots should be explored. A cohesive design scheme should align with Uptown Madison design schematics and be uniform throughout all public-parking areas in the district. Additionally, better lit public parking will also provide a safer and easier parking experience for patrons. Investments into lighting improvement should be explored for public parking options.

2. Exploration of Shared Parking Agreements:

Shared parking agreements should be explored due to the limited number of public parking spaces along Madison Avenue. Opportunities to link public lots with private lots should be given priority. As business occupancy increases the usage of private lots during weekend evening hours would alleviate the congestion of on-street and off-street public lots. These proposed shared parking agreements would allow the City to maximize its parking inventory while providing for an influx of visitors to Uptown Madison. The department identified key lots to forge new partnerships and begin on the centralization of parking in the Uptown Madison District Center between Westwood Avenue and Mars Avenue on the northern blocks.

3. Short-term On-street Meter Improvements

Qualitative research has shown that business owners along Madison Avenue share a general concern: the presence of hour-long metered parking in the front of their businesses. The City recommends the exploration of 15 minute, in-and-out, parking at Blocks B, C, D, E, F, and G. This would allow the businesses to see turn-over and allow patrons to quickly and efficiently park while briefly using business and retail services. Further research should be conducted to identify the feasibility and cost-effectiveness of updating meters to reflect 15-minute parking zones.

Section

5

Appendices

The following is an excerpt from the City of Lakewood Code, Chapter 11:

Chapter 1143.05: PARKING USES AND SPACE REQUIREMENTS

USE	STACKING SPACES REQUIRED**	PARKING SPACES REQUIRED	LOADING SPACES REQUIRED	OTHER REQUIREMENTS
RESIDENTIAL				
Single-, Two-, Three-Family		2/Dwelling Unit	None	One (1) required space shall be in a garage. The front yard shall not be used for off-street parking except in the Lagoon District.
Multi-Family Studio 1 Bedroom 2+ Bedroom		1.5/Dwelling Unit	None	One (1) required space shall be assigned to each dwelling unit. One (1) required space shall be in a garage. The front yard shall not be used for off-street parking.
Multi-Family Bedrooms Added to Existing		1/Bedroom	None	One (1) required space shall be added for each two (2) occupancy increases or fraction thereof.

RETAIL SERVICE				
General Retail	2/Lane (Pharmacy, Photo or other low to moderate use)	2.5/1,000 sq. ft. GFA*	None	
Convenience Service		4/1,000 sq. ft. GFA	None	
Hard Goods		2.5/1,000 sq. ft. GFA	None	

Shopping Center		4/1,000 sq. ft. GFA	1/25,000 sq. ft.	
Personal Care Service		1.5/Station	None	
Other Retail/Service		2.5/1,000 sq. ft. GFA + .5/Employee	None	
Motor Vehicle Sales and Service	2/Gas Pump Island	1/Employee +2/Bay 2.5/1,000 sq. ft. GFA	1/25,000 sq. ft.	

FOOD AND BEVERAGE				
--------------------------	--	--	--	--

Quality Restaurant		.25/Seat	None	
Family Restaurant		.25/Seat	None	
Carry Out		2.5/1,000 sq. ft. GFA	None	
Bars/Taverns		.25/Seat	None	One (1) required space for every twelve (12) square feet of designated standing area.

OFFICE AND BUSINESS SERVICES				
-------------------------------------	--	--	--	--

General Business		3.5/1,000 sq. ft. GFA	None	
Financial Services	3/Drive- Through Lane	3.5/1,000 sq. ft. GFA	None	
Medical Offices		4/Doctor	None	

CULTURAL/RECREATIONAL/ENTERTAINMENT				
--	--	--	--	--

Bowling Alley		2/Alley	None	
---------------	--	---------	------	--

*(GFA) Gross Floor Area, see Section [1143.03](#).

** Stacking spaces not specified shall be determined on an individual basis by the Commission.
(Ord. 43-11. Passed 1-17-2012.)

1325.08 PARKING AND VACANT LOT DESIGN.

The following **design** standards shall apply to off-street parking spaces except in the R-1H, R-1L and R-1M Districts and vacant and unimproved lots in all districts.

(a) Each required parking space shall have an unobstructed access to a public street.

(b) Each required parking space shall have a minimum dimension of 9 feet wide by 18 feet long - 162 square feet exclusive of driveways, aisles, ramps or columns, except that the Board in its consideration of the **design** of a parking lot may allow a maximum percent of required spaces for compact and subcompact cars not less than 8 feet wide and 15 feet long.

(c) Depth of rows or parking spaces shall be 20 feet, except as provided in subsection (b).

Aisle width when row of spaces is at 90 degrees to aisle: minimum of 20 feet.

Aisle width when row of spaces is at 60 degrees to aisle: minimum of 15 feet.

Aisle width when row of spaces is at 45 degrees to aisle: minimum of 10 feet.

(d) All parking areas, and access driveways shall be improved with concrete, asphalt, or other material approved by the Board, and shall be graded to drain all storm water into a storm sewer or other on-site storm water management device. There shall be no free flow of water onto either adjacent properties or sidewalk.

(e) Spaces shall be so arranged and marked to provide for orderly and safe parking and shall be improved with bumper or wheel stops to define parking spaces. Concrete curbs at least six inches above the finished surface of the parking area shall be provided to contain the edge of the parking surface and control surface water drainage. Wheel stops shall be placed so that bumpers shall not protrude beyond the curbs.

(f) Lighting may be required for parking lots to be used after sunset. The light fixtures shall be arranged to reflect light away from adjacent residential property to reduce any annoyance the lights may cause.

(g) Screening of parking lots. Parking lots abutting a residential lot or projecting into a residential district by a special exception shall have a solid visual barrier at least four feet high on the common parking lot, residential lot line by one or a combination of the following methods:

(1) Solid decorative masonry wall.

(2) Landscape earth mound not less than 2 to 1 slope.

(3) Treated wood fence.

(4) Evergreen hedge chain link fence.

(h) The Director of Public Works shall approve the location of all driveways from or to a public thoroughfare.

(i) "Handicapped parking" shall conform to the requirements as set forth in the Americans with Disabilities Act (ADA).

(j) Lots that are unimproved due to never having been developed or having become vacant after the removal of any existing buildings, structures or impervious surfaces for a period of longer than six months, whether prior to or after the effective date of this section, shall be considered "vacant and unimproved lots" hereunder and shall be improved and maintained at all times in accordance with the following provisions:

(1) For residentially zoned lots, the entire vacant and unimproved lot shall be maintained using grass, sod, hydro-seed, drought-tolerant ground cover or other acceptable ground cover approved by the Board. The ground cover shall be maintained in good condition.

(2) For commercially or industrially zoned lots, a minimum of a 10-foot-wide perimeter landscaped border along all street frontage shall be provided. In addition, perimeter fencing shall be provided if it is required by the Board. All other internal areas may be landscaped or include a decorative hardscape subject to the approval of the Board. All features shall be maintained in good condition.

(3) The vacant and unimproved lot shall be maintained free of litter and debris including the stockpiling of any material at all times. Any onsite litter, debris or stockpiling of material shall be immediately removed. The owner shall be responsible for inspecting the property weekly or taking all necessary steps to reasonably ensure that no litter, debris or material stockpiling collects or is maintained on the lot.

(4) Any dead or dying vegetation on the vacant and unimproved lot shall be replaced within 72 hours of their discovery. The owner shall be responsible for inspecting the property weekly or taking all necessary steps to reasonably ensure that there is no dead or dying vegetation on the lot.

(k) All **designs** for parking areas and vacant and unimproved lots shall be approved by the Board. (Ord. 43-12. Passed 10-15-2012.)

	Type	Capacity	Average Weekday			Weekend Average	Weekend Average
			9:00 AM	3:00 PM	7:00 PM	7:00 PM	10:00 PM
BLOCK B		80	31.0%	31.5%	34.4%	23.8%	28.8%
Lot 2	Public	68	34.4%	29.8%	34.3%	22.8%	30.1%
On Street Madison	Public	7	8.6%	11.4%	33.3%	35.7%	14.3%
On Street Carabel	Public	0	0.0%	0.0%	0.0%	0.0%	0.0%
On Street Morrison	Public	5	16.0%	32.0%	26.7%	20.0%	30.0%
BLOCK A		16	0.0%	1.3%	7.8%	0.0%	15.6%
Lot 1	Private	12	0.0%	0.0%	2.8%	0.0%	4.2%
On Street Madison	Public	1	0.0%	0.0%	33.3%	0.0%	100.0%
On Street Westwood West	Public	3	0.0%	6.7%	11.1%	0.0%	33.3%
BLOCK D		174	26.7%	28.2%	25.6%	30.7%	21.0%
Lot 3	Private	45	15.6%	22.7%	10.4%	41.1%	13.3%
Lot 4	Private	27	40.7%	43.7%	19.8%	0.0%	0.0%
Lot 5	Private	26	27.7%	25.4%	12.8%	9.6%	15.4%
Lot 6	Private	22	41.8%	20.9%	43.9%	40.9%	27.3%
Lot 36	Public	18	54.4%	44.4%	48.1%	55.6%	52.8%
Lot 7	Private	15	8.0%	37.3%	11.1%	23.3%	13.3%
Lot 8	Private	4	0.0%	0.0%	8.3%	50.0%	25.0%
On Street Madison	Public	12	8.3%	18.3%	63.9%	66.7%	83.3%
On Street Arthur West	Public	0	0.0%	0.0%	0.0%	0.0%	0.0%
On Street Westwood East	Public	5	0.0%	0.0%	0.0%	0.0%	0.0%
BLOCK C		48	26.3%	40.8%	55.7%	56.3%	56.3%
Lot 9	Private	7	34.3%	45.7%	33.3%	42.9%	35.7%
Lot 10	Private	4	15.0%	20.0%	25.0%	37.5%	37.5%
Lot 11	Private	6	30.0%	26.7%	44.4%	75.0%	41.7%
Lot 12	Private	20	23.0%	45.0%	48.3%	55.0%	50.0%
On Street Madison	Public	5	16.0%	32.0%	126.7%	50.0%	100.0%
On Street Lakeland West	Public	4	50.0%	75.0%	83.3%	100.0%	100.0%
On Street Morrison East	Public	2	20.0%	20.0%	50.0%	25.0%	75.0%
BLOCK E		97	37.5%	33.4%	39.2%	39.2%	35.6%
Lot 13	Private	14	44.3%	30.0%	28.6%	35.7%	39.3%
Lot 14	Private	0	0.0%	0.0%	0.0%	0.0%	0.0%
Lot 15	Private	18	31.1%	24.4%	51.9%	55.6%	50.0%
Lot 16	Private	30	18.7%	21.3%	3.3%	6.7%	3.3%
Lot 17	Private	19	61.1%	50.5%	35.1%	34.2%	23.7%
On Street Madison	Public	9	6.7%	20.0%	122.2%	94.4%	88.9%
On Street Arthur West	Public	2	90.0%	50.0%	66.7%	100.0%	100.0%
On Street Lakeland East	Public	5	16.0%	36.0%	100.0%	80.0%	90.0%
BLOCK F		36	42.2%	62.2%	34.0%	50.0%	41.7%

Lot 18	Private	4	140.2%	120.2%	16.7%	37.5%	25.0%
Lot 19	Private	13	36.9%	41.5%	10.3%	11.5%	11.5%
Lot 20	Private	6	16.7%	43.3%	5.6%	41.7%	33.3%
On Street Madison	Public	8	7.5%	57.5%	58.3%	93.8%	75.0%
On Street Arthur East	Public	5	64.0%	68.0%	66.7%	90.0%	90.0%
On Street Mars West	Public	0	0.0%	0.0%	0.0%	0.0%	0.0%
BLOCK G		50	22.4%	45.2%	61.0%	74.0%	68.0%
Lot 21	Private	21	4.8%	44.8%	74.6%	92.9%	85.7%
Lot 22	Private	10	26.0%	46.0%	20.0%	25.0%	0.0%
On Street Madison	Public	11	7.3%	9.1%	57.6%	77.3%	77.3%
On Street Mars West	Public	4	80.0%	120.0%	91.7%	75.0%	87.5%
On Street Arthur East	Public	4	90.0%	70.0%	100.0%	87.5%	100.0%
BLOCK H		39	49.2%	49.2%	47.4%	48.7%	50.0%
Lot 23	Private	5	60.0%	64.0%	66.7%	60.0%	60.0%
Lot 24	Private	9	15.6%	24.4%	3.7%	11.1%	16.7%
Lot 25	Private	10	84.0%	64.0%	50.0%	60.0%	45.0%
On Street Madison	Public	8	42.5%	47.5%	58.3%	62.5%	81.3%
On Street Mars East	Public	3	66.7%	100.0%	122.2%	100.0%	83.3%
On Street Elmwood West	Public	4	25.0%	15.0%	16.7%	25.0%	37.5%
BLOCK I		49	42.0%	29.4%	38.3%	39.8%	45.9%
Lot 26	Private	30	43.3%	26.7%	26.7%	28.3%	45.0%
Lot 27	Private	11	29.1%	18.2%	63.6%	54.5%	45.5%
On Street Madison	Public	2	0.0%	40.0%	0.0%	25.0%	50.0%
On Street Mars East	Public	6	73.3%	60.0%	61.1%	75.0%	50.0%
On Street Elmwood West	Public	0	0.0%	0.0%	0.0%	0.0%	0.0%
BLOCK J		63	70.2%	45.4%	33.7%	31.7%	29.4%
Lot 34	Private	28	101.4%	40.7%	14.3%	10.7%	21.4%
Lot 35	Private	24	53.3%	52.5%	51.4%	50.0%	31.3%
On Street Madison	Public	4	10.0%	30.0%	25.0%	37.5%	37.5%
On Street Elmwood East	Public	3	53.3%	60.0%	22.2%	33.3%	83.3%
On Street Victoria West	Public	4	25.0%	40.0%	16.7%	62.5%	25.0%
BLOCK K		28	45.0%	50.7%	43.8%	35.7%	37.5%
Lot 28	Private	11	41.8%	30.9%	30.3%	27.3%	13.6%
Lot 29	Private	7	42.9%	11.4%	52.4%	42.9%	42.9%
Lot 30	Private	3	86.7%	100.0%	144.4%	100.0%	133.3%
On Street Madison	Public	3	20.0%	6.7%	0.0%	0.0%	33.3%
On Street Elmwood West	Public	2	70.0%	20.0%	50.0%	50.0%	25.0%
On Street Revelry East	Public	2	20.0%	60.0%	16.7%	0.0%	25.0%
BLOCK L		55	21.5%	45.1%	29.5%	25.5%	20.9%
Lot 32	Private	26	22.3%	26.2%	2.6%	1.9%	3.8%
Lot 33	Private	21	24.8%	71.4%	44.4%	47.6%	31.0%
On Street Madison	Public	4	5.0%	35.0%	75.0%	25.0%	62.5%
On Street Victoria West	Public	4	15.0%	40.0%	33.3%	62.5%	37.5%

On Street Warren East	Public	0	0.0%	0.0%	0.0%	0.0%	0.0%
BLOCK M		46	27.4%	39.1%	35.3%	20.7%	14.1%
Lot 31	Private	41	29.3%	42.4%	35.8%	18.3%	8.5%
On Street Madison	Public	0	0.0%	0.0%	0.0%	0.0%	0.0%
On Street Revelry West	Public	5	12.0%	12.0%	26.7%	40.0%	60.0%
On Street Warren East	Public	0	0.0%	0.0%	0.0%	0.0%	0.0%
TOTAL			31.0%	35.1%	37.7%	38.8%	33.7%