

Parking Waiver Justification:

In order to justify approval of any parking waiver, the Planning Commission considers the following criteria. Please answer **all** of the following items. Use additional sheets if needed. A **response of yes, no, or N/A is not acceptable.**

For all Parking Waivers:

1. The Parking Waiver is in compliance with the Comprehensive Plan for all the reasons set forth in the Detailed Statement of Compliance with all applicable Goals, Objectives, and Policies of the Comp Plan 2040 filed with the rezoning application.
2. The applicant made a good faith effort to provide as many parking spaces as possible on the site, on other property under the same ownership, or through joint use provisions. The proposed detailed district development plan (“DDDP”) utilizes all available spacing, while still maintaining the overall objectives of the Land Development Code (“Code”). The reduced number of parking spaces reflects an appropriate balancing of parking requirements with necessary traffic safety considerations which are characterized by the proposed use.

For Waivers to reduce the minimum number of required parking spaces; OR use on-street parking spaces that are not directly adjacent to or abutting the development site; OR use parking spaces located in a public parking lot:

1. The requested waiver is the smallest possible reduction of parking spaces that would accommodate the proposed use. The proposed DDDP reduces the number of parking spaces from 23 to 14, which is a modest reduction that still permits the site to be used as a storage facility. This proposed use is marked by irregular visits from customers. The total number of people expected at the site at any given time can be served by this proposed number of parking spaces. Therefore, this reduction is both functional and necessary, as it accounts for customer visits and helps with the overall site design due to the unique shape of the parcel and its constrictions along a public roadway and I-64.
2. Adjacent or nearby properties will not be adversely affected because the proposed use as a storage facility will not generate more customer visits at any given time than can be accommodated by this requested parking waiver. As a result, there will be no spillover or additional parking issues created by this.
3. The requirements found in Table 9.1.2 do not accurately depict the parking needs of the proposed use and the requested reduction will accommodate the parking demand to be generated by the proposed use because such a use is marked by irregular visits from customers, meaning there is no peak hour of business to account for. Therefore, the requested parking

waiver is sufficient to handle all parking demands for the business while still maintaining the overall site functionality.

4. While there may be a surplus of on-street or public spaces in the area that can accommodate the generated parking demand for this site, this will be unnecessary, as the proposed use and parking scheme will be sufficient to accommodate the parking demand at any given time.