

(Revisions to Chapter IV, Section 8d Supplemental Regulations)

d. On-Street Parking ~~6 For businesses in the downtown area existing at the time of enactment of this ordinance, on street parking equivalent to the schedule above will be provided. Where necessary, parking arrangements may be made on an intermittent basis with other, neighboring businesses.~~ Allowable commercial use of an existing building at the time of ordinance adoption (Ordinance 91-7 Adopted December 3, 1991 ) may use on-street parking as part of their required parking. An increase in the intensity of use of an existing building subsequent to the adoption of Ordinance 91-7 is subject to parking requirements in accordance with Section 8b.

(Additions to Chapter IV, Section 8 Supplemental Regulations)

h. New commercial development or expanded intensity of an existing building use in the C-1, C-4 and RF district may mitigate up to 50% of the required onsite parking through approved mitigation plan as outlined in Section 9. This provision does not apply to other zoning districts.

i. New commercial development within the C-1, C-4 & RF district may use on-street parking to meet part of the required parking standard as outlined in Section 8b.

j. Redevelopment activities proposed for historic structures (as identified on the State Master Site File) in the City's C-1, C-4 & RF district may seek an administrative waiver of up to 100% of required onsite parking not to exceed 8 spaces. Documentation of a building's status as an historic structure would be required at the time of permitting.

k. New development on a single lot (30x80) within the C-1, C-4 and RF district may mitigate up to 100% of parking not to exceed 8 spaces.

l. All proposed development within the C-1 & C-4 shall be encouraged to locate all onsite parking at the rear of the proposed development. Shared use agreements with adjacent property owners is encouraged to reduce curb cuts for parking access.