

Code Section	Change	What are the effects of these changes?
Section 113-151(a)(1) Purpose and Application	<p>1. We updated the applicability requirements to remove the change of use trigger for complying with the new code. This was in part due to not having a good mechanism to track change of use and this could create an unequitable application of the code.</p> <p>2. We will still be applying the new standards to Restricted Uses, Conditional Use Permits, Planned Unit Developments and Site Plan Review.</p>	<p>This will insure that new developments and large scale redevelopment will meet the parking lot and loading zones standards. This will not affect existing developments that do not undergo a change in their development that triggers one of the listed land use processes.</p> <p>This will not have an effect on existing residential properties with the exception of new or redeveloped multi-family residential properties.</p>
Section 113-151(b) Design Standards	<p>1. The design standards were updated to current standards that were out of date, removed any code references that could potentially be in conflict with right of way standards or other Engineering Department standards, and required submittal for review to City Engineer on any new site plans where parking changes are proposed.</p> <p>2. We increased the required number of landscaping islands located in the parking lots. The requirement is now a landscape island for every 12 spots versus the old standard of 24 spots. We reduced external landscape setbacks to be more aligned with development while still keeping screening requirements for any parking lots abutting R-1 and R-2 zoning districts.</p> <p>3. We removed vague language regarding providing pedestrian access across parking lots to increase pedestrian safety. We provided some written examples and images to demonstrate the types of access required.</p>	<p>These changes will insure that the most up to date standards related to stormwater, run-off mitigation, and parking lot construction are met and will allow us to have our City Engineer review any proposals before they are approved. This will help us maintain and/or improve our watershed.</p> <p>These changes will help mitigate the heat islands created by large expanses of asphalt and cement. The landscaping also will help with the management of stormwater runoff and will create more visually appealing developments with increased tree canopy and plantings. The required screening will help those lower density residential neighborhoods by having the landscape buffer to improve the viewshed.</p> <p>These changes will create a safer environment in new parking lots by creating pedestrian pathways that will be easier for drivers to see and separate the pedestrians from the drive aisles as much as is possible.</p>

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<p>Section 113-151(c) Minimum Number of Required Off-Street Parking Spaces</p>	<ol style="list-style-type: none"> 1. Reductions were made in many uses to be more development friendly, removed uses from the table that were no longer valid, consolidated/simplified the restaurant categories to be clearer and combined other similar uses for simplicity. The recommended levels come from the Downtown User Experience Study, American Planning Association (APA) recommendations and Institute of Transportation (ITE) recommendations. 2. With the reductions in requirements we did allow for a higher percentage for maximum parking to not penalize businesses who can have a need for higher parking numbers. We also allowed for reductions in minimums and maximums based on a demonstrated need, this will help smaller businesses who may not be able to meet the requirements otherwise. 3. We have also created a more robust list of available reductions in parking for developments. These include reductions for developments with proximity to transit, proximity to regional bike trails, those who provide carpool spaces, those providing electrical vehicle charging stations above the requirement, and motorcycle/motor scooter spaces. This in an effort to encourage multi-modal transportation and reductions in vehicle miles traveled. 	<p>These reductions will hopefully create a more development friendly environment in Golden Valley by reacting the changing market demands for lower parking requirements and by simplifying the uses it will be more user friendly to developers.</p> <p>These changes that we made to the residential parking requirements were done to hopefully make residential development easier. The changes to the residential parking requirements will not affect existing homeowners, the changes will only apply to new construction. The same amount of parking for new single-family homes is still in place, the requirement is for 2 parking spaces per single-family dwelling, the number of required garage spaces was reduced, again this is only for new construction.</p> <p>These changes we added of available reductions should incentivize developers to implement more environmentally sustainable designs when they design their projects. Developers will be able to reduce their parking burden while creating a more environmentally sensitive site through increased multi-modal transportation options, encouraging carpooling, and providing electric vehicle charging stations.</p>

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Section 113-151(e) Bicycle Parking	This section was expanded from a design standard to its own section. We included better definitions, increased the required short term bike parking and increased the amount required to one space per dwelling for multi-family dwellings. We also included location requirements for bike parking facilities and bicycle parking design standards.	This expansion is in anticipation of future goals for the City of Golden Valley to create more bike friendly infrastructure. These new requirements will make it easier for cyclists to find safe places to park their bikes and to encourage more biking. By encouraging biking, we can reduce green-house gas emissions.
Section 113-151(g) Loading Regulations	<ol style="list-style-type: none"> 1. Many changes were made to this section to include more robust design standards that include size, location, screening, and construction. 2. The vague requirements for off-street loading were removed and more specific numbers were implemented. We did allow for reductions in the number of required loading spaces through a demonstration of facility need. 	These changes will create safer loading areas in developments that should not interfere with traffic and pedestrian movement on sites where trucks are making deliveries. This should also help with taking the loading of product off of city streets by insuring there are designates loading areas on site.