

Revised Draft dated May 7, 2009

Updates to Hollywood Park Specific Plan dated March 11, 2009

Chapter 1: Introduction

No changes.

Chapter 2: Development Standards

1. Page 2-1: An additional sentence is added at the end of the first full paragraph so that the paragraph reads as follows:

There is also a Residential Overlay zone within the Hollywood Park Specific Plan area to provide additional flexibility for the “Civic”-zoned parcel. The Residential Overlay, located over the “Civic” zone is intended to permit “Residential” uses on the site in accordance to “Residential” regulations, if “Civic” uses are not utilized within this area. Refer to Section 5.10 of the Specific Plan for a discussion of utilization of the Civic Site pursuant to the Development Agreement.

2. Page 2-3: *Table 2-1 Development Limitations Table* has been footnoted to describe the maximum quantity of each land use permitted under the Equivalency Program, and to note that the developer of the Civic site shall be responsible for implementing any additional mitigation for the final use selected, if required. The revised table will read as follows:

Land Use Type	Maximum Aggregate Development
Residential*	2,995 dwelling units ¹
Retail*	620,000 square feet ²
General Office*	75,000 square feet ³
Hotel**	300 rooms ⁴
Casino	120,000 square feet
Community Serving	10,000 square feet
Civic	Use and Intensity to be determined***

*Live/Work or Shopkeeper units are considered one (1) dwelling unit. The work area within these units do not count toward retail or office square footage

**Includes up to 20,000 square feet of meeting space

***The EIR analyzed impacts of an 800-pupil school, library, and community center for purposes of assessing a “worst-case scenario.” As part of its approval of the ultimate uses for the Civic site, the City will determine if the environmental impacts of the use are adequately addressed in the certified EIR or whether supplemental environmental review is required under applicable CEQA standards. If supplemental CEQA environmental review is required, the developer of the Civic site shall be responsible for implementing any additional mitigation imposed under that environmental review.

¹ May be increased to up to 3,500 total dwelling units if the Equivalency Program is utilized.

² May be increased to up to 671,000 total square feet of retail if the Equivalency Program is utilized.

³ May be increased to up to 176,400 total square feet of General Office if the Equivalency Program is utilized.

⁴ May be increased to up to 500 total rooms if the Equivalency Program is utilized.

3. Page 2-4: The paragraph provided below will be inserted before the fourth full paragraph to read as follows:

In addition, the timing of the utilization of the Equivalency Program is subject to the terms and conditions of the Development Agreement, as further described in Section 5.10 of this Specific Plan.

4. Page 2-4: The fourth full paragraph will be amended to read as follows:

Any land use conversions under the Development Equivalency program shall be subject to review and approval as part of the Plot Plan review procedure for the development of the site where the conversion takes place square footage is being located, which shall include a determination that the conversion complies with the requirements of this Section 2.3.1 and all other applicable requirements of the Specific Plan as they apply to the converted use. Under the Development Equivalency program, no change to the Project’s configuration of public streets and the Development Standards and Design Guidelines (i.e. height limitations, setbacks, etc.) under Specific Plan are permitted. For any land uses converted under the Development Equivalency program, all of the regulations in the Specific Plan applicable to that the converted land use shall apply. For example, if the conversion results in a change from retail square footage to residential units, all Specific Plan standards applicable to the residential use shall apply to the new residential use. ~~So, if~~ If retail uses are converted to residential units, the new residential units must comply with all development and parking standards under the Specific Plan for the applicable type of residential use. Any additional land uses gained from the conversion would be required to be located in the applicable land use zone as shown on the Land Use Plan in Figure II-4. For example, if 1,000 sf of retail is converted into 6.25 dwelling units, the additional dwelling units would be required to be located in the land use zones in the Specific Plan that permit residential dwellings units.

5. Page 2-11: *Section 2.4.4.1 Temporary Uses During Construction and Initial Residential Unit Sales* shall be revised to read as follows:

The following temporary buildings, structures and uses shall be permitted during construction and residential unit sales with the location of such use subject to the approval of the Director of the Planning and Building Department. All temporary structures associated with residential sales and construction shall be removed after complete project build-out.

- (1) *Contractor's Office and/or Storage.* Temporary structures including the housing of tools and equipment or that contain supervisory offices used in connection with construction projects.
- (2) Temporary Recycling of Construction Materials. Demolition materials to be reused as part of the construction process, subject to the conditions as may be imposed by the master map approval.
- (3) *Temporary Tract Sales Offices.* Temporary tract sales offices within a commercial mobile home until a model home becomes available for use as a sales office.
- (34) *Model Homes.* Model homes, temporary real estate offices and model homes to be used as a temporary tract sales office.

6. Page 2-11: Subsection (4) of *Section 2.4.5 Live/Work and Shopkeeper Unit Requirements* are updated to add time restrictions to the hours of operation of such units as follows:

- (4) Sales to a customer may occur on the premises of the live/work or shopkeeper unit between the hours of 8:00 a.m. and 9:00 p.m., as long as there are no more than two (2) customers within the unit at any given time or as may be allowed in accordance with any permit or license approved in accordance with Article 3, Chapter 8 of the Inglewood Municipal Code.

7. Page 2-29: Subsection (7) of Section 2.8 Residential Zone Development Standards shall be amended to delete the final sentence so the subsection reads as follows:

Outdoor storage shall be screened from view from public areas and shall be kept clear of junk (as defined in Article 3, Chapter 7, Section 7-15 of the Municipal Code) and inoperable automobiles. ~~Items that may be kept in outdoor storage are limited to the following: CITY TO SPECIFY ITEMS. APPLICANT CAN MAKE RECOMMENDATIONS.~~

8. Page 2-29: The first column of the fourth row of *Table 2-6—Residential Zone Development Standards* will be updated as follows:

Public Street Facing/Perimeter Setback

9. Page 2-29: The diagram labeled “Example of legal lot per tract map” will be updated with the proper names of setbacks.

10. Page 2-30: The first column of the fourth row of *Table 2-6—Non-Residential Zone Development Standards* will be updated as follows:

Public Street Facing/Perimeter Setback

11. Page 2-31: The diagrams provided will be updated and additional diagrams will be included to clarify the visual representation of how the setback encroachments are measured.
12. Page 2-32: *Table 2-8—Permitted Setback Encroachments* will be updated to reflect that the definition of “Public Right of Way Setback” has been clarified and redefined as “Public Street Facing Setback.”
13. Page 2-32: *Table 2-8—Permitted Setback Encroachments* will be updated to provide cross-references to new and existing diagrams depicting sample encroachment types.
14. Page 2-34: Subsections (2) and (3) of *Section 2.11.1.1 Required Residential Parking Within the Residential Zone* shall be amended to read as follows:

(2) *Resident Parking for Townhome Housing Types.* ~~Studio and one-bedroom units shall have one and a half (1.5) resident spaces per unit (i.e. 50% have 1 resident space and 50% have 2 resident spaces).~~ All Townhome Housing Type Uunits with two (2) or more bedrooms shall have two (2) resident spaces per unit. All required resident parking spaces must be enclosed, provided that a maximum of four hundred and fifty (450) of the Townhome Housing Type units may provide one (1) covered parking space in satisfaction of the required resident parking, so long as the remaining required spaces for that unit are enclosed.

(3) *Resident Parking for Wrap/Podium Housing Type.* ~~Studio and one-bedroom units shall have one and a half (1.5) resident spaces per unit (enclosed) (i.e. 50% have 1 resident space and 50% have 2 resident spaces).~~ All Wrap/Podium Housing Type Uunits with two (2) or more bedrooms shall have two (2) resident spaces per unit (enclosed).

15. Page 2-34: Subsections (7), (8) and (9) of *Section 2.11.1.1 Required Residential Parking Within the Residential Zone* shall be amended to read as follows:

(7) Senior Citizen Dwellings. Senior citizen housing units shall have the number of spaces required by Chapter 12, Article 19, Section 12-43 of the IMC for “Senior Citizen Residential Facilities.” ~~one and a half (1.5) spaces per unit (i.e. 50% have 1 resident space and 50% have 2 resident spaces).~~ These requirements include guest/visitor parking. Parking for Senior Citizen Dwellings shall be located within 200 feet of a garage elevator or an entrance to a residential building. Under no circumstances shall the parking space be located greater than 400 feet from a unit entrance, excluding any distance in an elevator. All Senior Citizen Dwellings located above the ground floor shall have access via an elevator.

(8) Live/Work Unit. A Live/Work unit shall have two (2) resident parking spaces (enclosed) and one (1) guest/visitor space for two (2) Live/Work units.

- (9) Shopkeeper Unit. A Shopkeeper unit shall have two (2) resident parking spaces (enclosed) and one-and-a-half (1.5) guest/visitor spaces per unit.

16. Page 2-34: Subsections (1) and (4) of *Section 2.11.1.2 Required Residential Parking Within the Mixed-Use Zone* shall be amended to read as follows:

- (1) Resident Parking (including Live/work and Shopkeeper Units). ~~Studio and one-bedroom units shall have one and a half (1.5) spaces per unit (enclosed) (i.e. 50% have 1 resident space and 50% have 2 resident spaces). All Units with two (2) or more bedrooms shall have two (2) spaces per unit (enclosed).~~ All required resident parking shall not be shared with retail or another type of use and shall be located within six-hundred (600) feet of the entrance of a unit or building.

....

- (43) Senior Citizen Dwellings. Senior citizen housing units shall have the number of spaces required by Chapter 12, Article 19, Section 12-43 of the IMC for "Senior Citizen Residential Facilities." ~~one and a half (1.5) spaces per unit (enclosed) (i.e. 50% have 1 resident space and 50% have 2 resident spaces). No separate guest/visitor parking shall be required for Senior Citizen Dwellings. Parking for Senior Citizen Dwellings shall be located within 200 feet of a garage elevator or an entrance to a residential building. Under no circumstances shall the parking space be located greater than 400 feet from a unit entrance, excluding any distance in an elevator. All Senior Citizen Dwellings located above the ground floor shall have access via an elevator.~~

17. Page 2-35: The first paragraph of *Section 2.11.3* shall be as follows:

A parking study shall be processed through a Plot Plan Review, as required pursuant to *Section 5.2.4* of Chapter 5, Implementation, ~~prior to any~~ for development ~~increasing the square footage~~ within the "Mixed-Use" and "Commercial Recreation" zones. At that time, the exact number of parking spaces will be determined by the specific mix of uses and the parking ratios submitted in the shared parking study.

18. Page 2-36: Subsection (3) *Two-car Tandem Space* of *Section 2.11.4.1 Open Parking Spaces and Multiple-Car Structures* shall be deleted in its entirety.

19. Page 2-36: Subsections (1), (2) and (3) of *Section 2.11.4.2 Single-Unit Residential Garages* shall be updated to read as follows:

- (1) Single-car Residential Garage. A single-car residential garage shall have a minimum width of nine-and-one-half (9.5) feet and a minimum length of eighteen (18) feet, inside clear (exclusive of refuse storage areas).

- (2) Standard Two-car Residential Garage. A two-car residential garage shall have a minimum width of eighteen (18) feet and a minimum length of eighteen (18) feet, inside clear (exclusive of refuse storage areas).
- ~~(3) Two-car Tandem Residential Garage. A two-car tandem residential garage shall have a minimum width of nine and one half (9.5) feet and a minimum length of thirty-six (36) feet, inside clear.~~

20. Page 2-36: *Section 2.11.6 Tandem Parking* will be amended to read as follows:

Each required parking stall within a parking area or garage shall be individually and easily accessible, except that automobiles may be parked in tandem in the following instances:

- (1) In a public garage or parking area when attendants are parking vehicles.
- ~~(2) In a private garage or private parking structure serving a single dwelling unit when the tandem space is not more than two (2) cars in depth.~~
- ~~(3) Tandem Parking Spaces may not be used to satisfy the required resident spaces for the Single Family Housing Type, but may be used to satisfy up to twenty-five percent (25%) of the required resident spaces for the Townhome Housing Type and Wrap/Podium Housing Type.~~
- (42) The design of the tandem parking spaces provides maneuverability for the cars parked in the spaces such that entering and exiting the spaces does not interfere with traffic flow in public streets or use of adjacent required residential parking spaces.

21. Page 2-37: *Section 2.11.10 Permitted Amendment to Specific Plan Parking Standards* shall be amended to read as follows:

The City in its sole discretion may amend the parking standards under the Specific Plan subject to the terms of this Section. The City's right to change the parking standards under this Section 2.11.10 is not limited by any vested right of the Project under the Development Agreement or, Vesting Tentative Map, or any other provision of law; provided however, any new parking standards shall not apply retroactively to any building for which a certificate of occupancy has been issued; or to any building for which a building permit has been issued by the City in reliance on a Plot Plan Review approved within fifteen (15) months prior to the adoption of the new Parking Standard(s) ~~a Plot Plan Review has been approved within two (2) years prior to the adoption of the new parking standards~~; or to any building for which a building permit has been issued by the City and substantial construction has occurred prior to the date the City commences processing of the any Specific Plan Amendment modifying the applicable parking standards.

The process for making modifications to the parking standards shall be as follows:

- (1) The City shall keep a log of complaints regarding parking at the Hollywood Park project. If the City receives complaints ~~from different residents or visitors to the Project~~ about inadequate parking in a number greater than 5 in one week or 10 in one month from residents, tenants, property owners, or visitors to the Project, or 1 complaint submitted by a formal action taken by a residential Homeowners Association or sub-association Board, and if upon investigating the ~~complaints~~ complaint(s), the Planning and Building Director determines that there is in fact a suspected material deficiency in the residential or commercial parking ratios (as applicable) ~~that is causing an adverse impact in the Project or the City standards (as applicable) related to~~ (i) tandem parking, (ii) parking ratios, (iii) the use of on-street parking to meet required guest/visitor parking spaces, (iv) the requirement that parking spaces be enclosed, (v) location of required parking; (vi) valet parking, or (vii) shared parking (collectively, the "Parking Standards"), then the City shall give the master homeowners' association and/or master developer ("Responsible Party") written notice of the complaints ("Notice"), the results of the Planning Director's investigation, and an opportunity to cure. The Responsible Party shall have ~~sixty~~ forty-five (60/45) days from the date of the ~~notice~~ Notice, to take steps to remedy the identified parking ~~deficiency~~ issue, which steps, in the case of residential ~~parking ratios~~ Parking Standards, shall include but not be limited to enforcing (or causing the enforcement of) the applicable Conditions, Covenants and Restrictions that require residents to park cars in garages or implementation of operating restrictions on street parking on City owned streets, such that there can be no overnight parking without permit, and only 2 hour parking allowed on residential streets without a permit, and in the case of commercial ~~parking ratios~~ Parking Standards shall include but not be limited to implementing valet parking during peak periods (which valet parking may be utilized to increase the capacity of existing self-parking lots within the Mixed-Use Area) and causing employee parking to be moved off-site during peak periods. ~~No later than sixty (60~~ To the extent the Responsible Party's cure plan involves enforcing existing requirements, such measures shall be implemented as soon as practicable by the Responsible Party within forty-five (45) day cure period. To the extent any aspect of the Responsible Party's cure plan requires City sign-off or approval, the Responsible Party and City shall be diligently pursue and reasonable in processing such approval and the timeframe specified in this subsection (1) shall be extended during the approval process. To the extent a cure plan proposes implementation of operating restrictions on street parking on City owned streets, such that there can be no overnight parking without permit, and only 2 hour parking allowed on residential streets without a permit, such cure plan proposals are hereby deemed approved, and the costs of such cure plan proposals (i.e. re-signing the streets) shall be borne by the Responsible Party. To the extent the cure plan proposes other measures that require City approval, the City has the discretion to approve or deny any aspect of the proposed cure plan that requires City approval. No later than forty-five (45) days after the receiving the Notice, the Responsible Party shall submit a written report to the Director of the Planning and Building Department documenting the steps taken to address the parking issue and the mechanisms put in place to assure that the parking issue does not re-occur-- (the "Cure Report"). The City shall have the right to enforce the mechanisms specified in the Cure Report and the Cure Report shall be imposed as a condition of approval for the Project.
- (2) If, after the ~~notice~~ Notice and opportunity to cure provisions of subsection (1) are exercised and ~~completed~~ all measures in the Cure Report have been implemented, the City ~~continues to receive~~ receives further complaints ~~from different residents or visitors to the Project~~ about

inadequate parking (in a number greater than 5 in excess of an average of 3 in one week or 108 in one month over a period of 3 months following the implementation of the cure measures in one month, from residents, tenants, property owners, or visitors to the Project, or 1 complaint submitted by a formal action taken by a residential Homeowners Association or sub-association Board) in any three (3) month period, during the twenty-four (24) month period from the date of the first complaint made to the City under subsection (1), then the Planning and Building Director shall investigate the complaint(s) to determine whether there continues to be a material deficiency in the residential or commercial Parking Standards (as applicable). If the Planning and Building Director determines that there continues to be a material deficiency, then upon receipt of such a determination, the Responsible Party shall submit prepare a Parking Utilization Report ("Utilization Report"). The consultant preparing the Utilization Report and the , prepared by a consultant reasonably acceptable to the City, with a scope of work and methodology under said Report shall be subject to the review and approval of and in a form approved by the Director of the Planning and Building Department within one (1) week of the Responsible Party submitting the scope of work and methodology for the Utilization Report to the Director of the Planning and Building Department. The Utilization Report, which will identify the current count of all parking spaces within the built-out Mixed-Use or residential areas (as applicable), and includes all on-street and off-street spaces, including tandem spaces, together the utilization of the parking throughout a typical day and address any other parking issues raised by the complaints. If the Utilization Report shows that the parking ratios Parking Standards provided under the Specific Plan are not adequate to meet the actual parking demand and characteristics of the completed development or create other parking issues, then the City may process a Specific Plan Amendment to revise the required Parking Standards in the Specific Plan to require a different development standard Parking Standard(s), including, but not limited to, a greater amount of resident and/or visitor/guest parking, or parking for commercial uses as applicable, provided however, that the new required parking standards Parking Standard(s) shall not exceed those the applicable parking requirements then in place under the Inglewood Municipal Code. If, at the end of the twenty-four (24) month monitoring period, the City has not received new complaints about parking (in a number in excess of an average of 3 in one week or 8 in one month, from residents, tenants, property owners, or visitors to the Project, or 1 complaint submitted by a formal action taken by a residential Homeowners Association or sub-association Board) in any three (3) month period, then to the extent future complaints are received, the process shall be initiated again at step 1.

- (3) During the pendency of any proceedings under this Section 2.11.10 with respect to the adjustment of parking ratios, including but limited to the period of notice and cure specified in subsection (1) or during the processing of any Specific Plan amendment to modify the parking ratios, the City shall not approve any Plot Plan Reviews if it determines that the Parking provided Standards may not be adequate, unless the project applicant agrees to provide additional parking or meet new parking standards as required by the City with respect to the Plot Plan Review, not to exceed the applicable parking requirements then in place under the Inglewood Municipal Code. Notwithstanding the foregoing, following the implementation of the measures in the Cure Report, if in any three (3) month period the City does not receive the threshold level of complaints, then the standards for approval of parking under Plot Plan Reviews during the time parking complaints meeting threshold are not

received shall be the Parking Standards in the Specific Plan and the implementation of the measures specified in the Cure Report.

Chapter 3: Design Guidelines

22. Page 3-24: The sixth bullet point under the heading “Mandatory Program Amenities (Active Park, Open to the Public)” will be updated with the estimated number of parking spaces in Bluff Park to read as follows:

Mandatory Program Amenities (Active Park, Open to the Public)

- Picnic space
- Restroom
- Tot-lot
- Half-court basketball
- Open field for informal sports
- Parking [approximately 70 parking spaces]
- Large and small dog park with pet waste disposal containers
- Water-efficient irrigation system

Chapter 4: Infrastructure

No changes.

Chapter 5: Implementation

23. Page 5-4: Section 5.2.3.1 *Lot-Tie Agreements* will be deleted in its entirety and replaced with the following:

“5.2.3.1 Merger of Parcels

Any contiguous lots, parcels or units of land held under common ownership may be merged at the request of the property owner(s), pursuant to the procedure in this section. If any proposed structures or improvements cross over one or more legal lots, the proposed form of a lot merger shall be submitted as part of the Plot Plan Review application materials, as provided in Section 5.3.3 Plot Plan Submission Requirements, for such structures or improvements. In the residential zone, required on-site resident parking for residential units on lots proposed to be merged shall be located on the merged parcel. If the Plot Plan is approved, then issuance of a building permit for the structures or improvements shown on the approved Plot Plan, shall be conditioned on the recordation of the associated lot merger. The Planning and Building Director shall approve a lot merger as part of the Plot Plan Review process if the Planning and Building Director finds that: (i) dedications or offers of dedication which are necessary for present or future public purposes are preserved on the merged lots, parcels or units of land, (ii) the merged lot conforms with all provisions of this Specific Plan and applicable provisions of the Inglewood Municipal Code (except any lot line adjustments or merger standards) and (iii) all owners of an interest in the subject real property have consented to

the lot merger. Upon recordation of the notice of merger, in the form approved as part of the Plot Plan Review, the regulations of this Specific Plan shall apply to the merged lot or parcel, and the lot lines shall be as shown in the recorded notice of merger.”

24. Page 5-7: Subsection (6) of *Section 5.3.4 Plot Plan Standards Governing Approval* shall be amended to read as follows:

- (6) The application is consistent with the applicable guidelines and images in Chapter 3, Design Guidelines ~~In making the findings described above, provided that, the design may be approved~~ if a proposed design is found to be in substantial compliance and materially consistent with the overall design, intent and goals of the Development Standards Design Guidelines in this Specific Plan. ~~the design may be approved even if one or more of the specified items or conditions are not fully satisfied.~~

25. Page 5-13: *Section 5.10 Role of the Development Agreement* will be amended to read as follows:

5.10 ROLE OF DEVELOPMENT AGREEMENT/CIVIC SITE

The public amenities and benefits of the Hollywood Park Specific Plan are enhanced by an accompanying Development Agreement, which ~~provide~~ provides, among other things, for the ~~provision~~ conveyance of the four- (4) acre Civic site and the subsequent development of the Civic site by the City or another governmental or non-profit agency, ~~for a public benefit oriented use, including but not limited to affordable housing as defined in the Development Agreement. Accordingly, in order to reserve sufficient units and capacity should the City choose to develop affordable housing on the Civic site within the time limits specified in the Development Agreement, the Development Agreement also restricts the use of the Development Equivalency Program provided in Section 2.3.1 of the Specific Plan, during the period of time the City is deciding on the ultimate use of the Civic site, as specified in the Development Agreement. In the event that the Development Agreement is not approved or does not become effective, the benefits and obligations contained in the Development Agreement, including the dedication of the four (4) acre Civic site shall not apply. In such an event the City may acquire the Civic site through purchase of the property from the property owner and utilize the Civic site for the “Civic Land Use,” “Mixed Use” or “Residential” uses provided for in Table 2-4 Land Use Table of the Specific Plan. If the City does not acquire the property, the Civic site may be utilized for “Civic Land Use,” “Mixed Use” or “Residential” uses provided for in Table 2-4 Land Use Table of the Specific Plan and any unused units or square footage of commercial development from elsewhere in the Hollywood Park Specific Plan area, including conversion units, may be transferred to the Civic site.~~

26. Page 5-14: Table 5-1 Maintenance Responsibility Matrix will be updated to add a row for “Promenades and Plazas (in the Mixed-Use Zone),” which will be maintained by the HOA.

Appendix

27. Pages iii-iv: The “Conservation Element” discussion shall be revised as follows:

“The Conservation Element of the City of Inglewood General Plan, adopted October 21, 1997, addresses the plan for conservation, development and utilization of natural resources found within the jurisdiction of the City. Key goals, objectives, and policies of the Conservation Element include:

- Protect aquifers and water sources (which includes prevention of contamination of groundwater by surface contaminants leaching into the soil);
- Reduce the ever-increasing demand being placed on aquifers and on state-wide water sources (with the greatest opportunity to reduce water demand being a greater utilization of reclaimed water);
- Compliance with the National Pollutant Discharge Elimination System (NPDES);
- Compliance with the Air Quality Management Plan (AQMP).

Groundwater quality will be protected through implementation of site design, source control and treatment control design features prior to discharge of runoff into the groundwater.

~~The Hollywood Park development is consistent with the AQMD in that the project does not increase the frequency or severity of existing air quality violations or cause or contribute to new violations. Additionally, the project will not exceed the assumptions of the AQMD in 2010 or increments when the project will be built out.~~

Hollywood Park includes a number of features intended to reduce or avoid water quality and hydrologic impacts. The majority of the Specific Plan area will be treated by the Arroyo and Lake Park stormwater treatment system.

Additionally, Hollywood Park features a number of sustainable elements. These elements are detailed in the Environmental Impact Report (EIR).”

28. Page xiii: The definition of “Public Right-of-Way Setback” will be redefined and renamed to read as follows:

Public Right-of-Way Street Facing Setback

“Public Right-of-Way Street Facing Setback” shall mean the required Setback from any distance between a property line and a building, where the property line faces and abuts a public street or public right-of-way.

29. Page x: The definition of “Enclosed Parking Space” should be redefined to read as follows:

ENCLOSED PARKING SPACE

“Enclosed Parking Space” shall mean a parking space that is located within a permanent structure having a roof, concrete floor, opaque floor-to-ceiling walls on all sides (not including windows or vents) and doors to close both vehicle and pedestrian entrances. Parking spaces to be “enclosed” may also be located in a gated-parking structure with an entry gate and opaque floor-to-ceiling exterior walls (not including windows or vents).

30. Page x: The definition of “Garage” should be redefined to read as follows:

GARAGE

“Garage” shall mean an accessory building or an accessory portion of the main building, designed and used for the shelter and parking of vehicles and interior residential storage, where applicable. Additionally, a garage shall have a roof, opaque floor-to-ceiling walls on all sides (not including windows or vents) and a garage door.