

# PARKING



## OVERVIEW

Off-street parking within the City is required for development to lessen congestion in the streets, while ensuring safe and efficient movement of traffic, allowing flexibility in addressing vehicle parking, and ensuring that parking needs are met without adversely affecting other nearby land uses. The City's current Land Development Regulations include minimum parking standards based on a specific list of uses and provide options to calculate the parking based on the "net" useable area of a structure. While crucial for accommodating people from place to place, rigid, one-size-fits-all parking mandates can lead to an oversupply of spaces, potentially drive up housing costs, inefficient land use, and increase the walking distance between destinations.

## TIES TO THE COMPREHENSIVE PLAN, 2050 VISION PLAN & STRATEGIC PLAN

The Comprehensive Plan includes policies aimed at reducing large expanses of surface parking lots to encourage walkability. One of the goals of the plan is to support pedestrian and bicycle mobility by reducing automobile dependency through land use planning and design. The new development code will provide more flexibility for the standards based on context and uses.

## HOW THE UPDATED CODE COULD ADDRESS PARKING

The updated Land Development Regulation will consider options for tailoring the standards based on the use and location.

The proposed changes could include:

- Incorporating parking maximums, rather than solely parking minimums.
- Providing a range of options and standards for administrative adjustments for infill or redevelopment projects.
- Right-sizing the parking stall size to the industry standard (9'x18') and considering options for compact parking.
- Incorporating additional flexibility for parking by considering options for well-designed on-street parking, shared parking, and formal parking reduction requests, including performance standards and criteria.
- Exploring options for active street frontages by encouraging parking to be placed on the side or behind the building.
- Reducing the parking requirements for single-family residential developments.
- Considering reductions to the guest parking requirement, based on locational standards.
- Emphasize building placement and orientation to create active street frontages by encouraging parking to be placed on the side or behind the building.

