

Parking Code Revision



Planning & Development Services Department

September 2, 2009

Mayor and Council Direction

July 2008 - Develop short- and long term solutions to regulatory barriers making use of existing midtown development problematic. Main focus on parking.

September 2008 - Initiated LUC Reformat project; also directed staff to proceed with substantive changes like the parking code revision.

October 2008 (reaffirmed January 2009) - Environmental Planning and Resource Management Subcommittee (EPRM) confirmed long term goal is overall parking code revision.



What are the key concerns with the current parking code?

- Outdated (1969), suburban in its focus, and leads to excessive parking areas
- Too many uses and too many intensity formulas
- Sterilizes existing commercial property and has no flexibility
- Not enough distinction between urban and suburban parking rules
- Revisions to the parking code may cause spillover into neighborhoods



What are the key concerns with the current parking code?

- Rules based on seating and employees create zoning enforcement problems
- Large parking lots in front of businesses create a negative community image
- Bicycle parking is excessive, especially for businesses where bicycle traffic is unlikely, e.g. appliance and furniture stores
- Better regional coordination of parking standards needed, especially in suburban areas



What are the expectations of a new parking code?

- Ensure sufficient off-street parking without negatively impacting nearby residential areas.
- Reduce the heat island impact of parking areas.
- Address an appropriate modal split to better address transit-oriented development, urban centers, and suburban areas.
- Promote safe, convenient, and efficient design of parking, circulation, and access areas.
- Simplify the standards



What are the current best practices?

- **New zoning districts** or specific plans – allows parking reductions in specified areas.
- **Case-by-case evaluation** – allows for customization of parking for specific uses.
- **Transit overlays** – reduces or waives minimum parking requirements in areas served by range of travel options
- **Shared Parking** – allows uses with different hours of operation to share parking spaces
- **Maximum parking requirements** – places a cap on the number of spaces provided



Developing Recommendations

Staff working with the Land Use Code Committee in August on developing recommendations

The committee will develop recommendations on the following:

- Formulas and Uses
- Design Standards
- Bicycle Parking
- Downtown Parking



LUC Committee - Feedback

- Additional landscaping and open space needed
- Landscaping needs to be appropriate for use of land
- Allow greater flexibility
- Balanced approach needed
- Adjust standards for “mini-dorms”
- Allow pervious paving
- Don't reduce the formula/number of ADA parking spaces
- Standards need to be enforceable



Next Steps

- September/October 2009 – Parking Formulas & Use recommendations
- November 2009 – Design Standards
- December 2009/January 2010 – Bicycle Parking
- February 2010 – Downtown Parking
- April 2010 – Preliminary draft
- May 2010 – Final draft
- Review by Planning Commission (2-4 months)
- M/C review and adoption (1-2 months)
- Potential adoption by November/December 2010

