

PROCESS FOR DEVELOPING USE & PARKING FORMULA RECOMMENDATIONS

Starting in October 2009, use and parking formula recommendations will be developed. Use and Parking Formulas is the first of four categories to be discussed as part of the Parking Code Revision Project. Use and Parking Formulas will be followed by Design Standards, Bicycle Parking, and Exceptions, Modifications, and Reductions.

Outlined below is the process that will be used to develop use and parking formula recommendations. Each section includes staff's preliminary recommendation and key questions. The key questions will serve as a basis for discussion. The Land Use Code Committee's responses to these questions will have a direct effect on the recommendations that will eventually be considered by the Planning Commission and the Mayor and Council.

STEP #1 – DEVELOP LAND USE TERMINOLOGY RECOMMENDATIONS

Step #1a: Develop Land Use Group Recommendations

Process: Evaluate the terminology and organization of each Land Use Group in alphabetical order.

Definition: Land Use Groups broadly identify a type of uses that are similar in function or service. Land Use Groups are comprised of individual Land Use Classes.

Preliminary Recommendation: Create nine (9) major land use groups:

- Agricultural
- Automotive
- Commercial
- Educational
- Industrial
- Institutional
- Recreational
- Residential
- Utilities

Key Questions: Consider the following questions as you evaluate the Land Use Groups.

- Do the groupings represent the variety of use types?
- Can the use groups be further consolidated?
- Do the labels clearly identify the type of uses they represent?

Step #1b: Develop Land Use Class Recommendations

Process: Evaluate the terminology and organization of Land Use Classes within one Land Use Group at a time starting with Agricultural.

Definition: A Land Use Class describes the way land is developed and used.

Preliminary Recommendation: Reorganize and consolidate the existing parking use table as shown in Attachment 1, *Amendments to the Parking Code: Use Table – Preliminary Recommendation*.

Key Questions: Consider the following questions as you evaluate the Land Use Classes.

- Are the most commonly requested uses reflected in the use table?
- Can the number of uses be reduced or the Land Use Classes be further consolidated?
- Do the Land Use Class terms accurately and clearly describe the type of use?

STEP #2 – DEVELOP PARKING FORMULA RECOMMENDATIONS

Process: Evaluate the Parking Formulas within one Land Use Group at a time starting with Agricultural.

Preliminary Recommendation: Amend the existing parking use formulas as shown in Attachment 2, *Amendments to the Parking Code: Formulas – Preliminary Recommendation*.

Key Questions: Consider the following questions as you evaluate the proposed Parking Formulas.

Does the preliminary recommendation meet the objectives? Specifically:

- Will the proposed formula provide sufficient off-street parking?
- Could the proposed formula potentially reduce the heat-island impact of the parking area?
- Is the proposed formula a simplification of the current standard?
- Is the proposed formula consistent with best practices from other cities?
- Is the formula easily understood?
- Considering how the proposed formula is calculated, do you foresee any difficulties enforcing the standard?

STEP #3 – CONSIDER ALTERNATIVES

Description: Provided below are additional strategies that will be discussed.

Case-by-case evaluation – allows for customization of parking for specific uses.

Key Questions:

- Are there some uses whose parking needs vary so drastically from project-to-project that identifying a single parking formula is problematic? If yes, would determining the parking requirement for these uses case-by-case be more appropriate?

Maximum Parking requirements – places a cap on the number of permitted spaces. Maximum parking standards are used by some jurisdictions to ensure that more parking than what is needed is not provided.

Key Questions: Are you concerned that developers will provide more parking than is needed for their projects?

Definition of Single-Family Residences – Currently, many student rental properties, particularly near the University, are being permitted as Single Family Residences. In many cases, the required number of parking spaces is inadequate given the number of tenants that live in these properties. Ruth Beeker, via an August 20th e-mail to the LUC Committee members, asked to have this issue addressed through this process.

Key Questions:

- Is it possible to redefine the type of development Ms. Beeker describes to a different Land Use Class, such as Group Dwelling?
- Is there a way of distinguishing parking requirements for owner-occupied versus renter-occupied units?
- Is basing parking requirements on the number residents feasible? Would this lead to enforcement problems?

Parking for Industrial Uses – When determining the required number of parking spaces the code at the present time does not distinguish between industrial sites which are heavily mechanized versus those which are labor intensive. This distinction affects a project's parking needs. Ruth Beeker, via an August 20th e-mail to the LUC Committee members, asked to have this issue addressed through this process.

Key Questions:

Does recently adopted Individual Parking Plan option adequately address this issue?

Other ideas? – Are there other ideas related to use and parking formulas that should be considered?

STEP #4 – DEVELOP VEHICLE STACKING REQUIREMENT RECOMMENDATIONS

Definition: An area designed to accommodate vehicles waiting in line to receive a service.

Preliminary Recommendation: The Land Use Code currently requires vehicle stacking lanes for several uses (e.g. Car Wash). The requirements are embedded in *Sec. 3.3.4 Required Number of Motor Vehicle and Bicycle Parking Spaces*. Staff proposes creating a separate section within the

Parking Code for Vehicle Stacking and requiring stacking for several additional uses. See Attachment 3, *Amendments to the Parking Code: Vehicle Stacking Requirements – Preliminary Recommendation*.

Key Questions: Consider the following questions as you evaluate the proposed Vehicle Stacking Requirements.

- Does the proposal include all the uses typically requiring vehicle stacking?
- Are the proposed requirements sufficient?
- Is the proposal understandable?