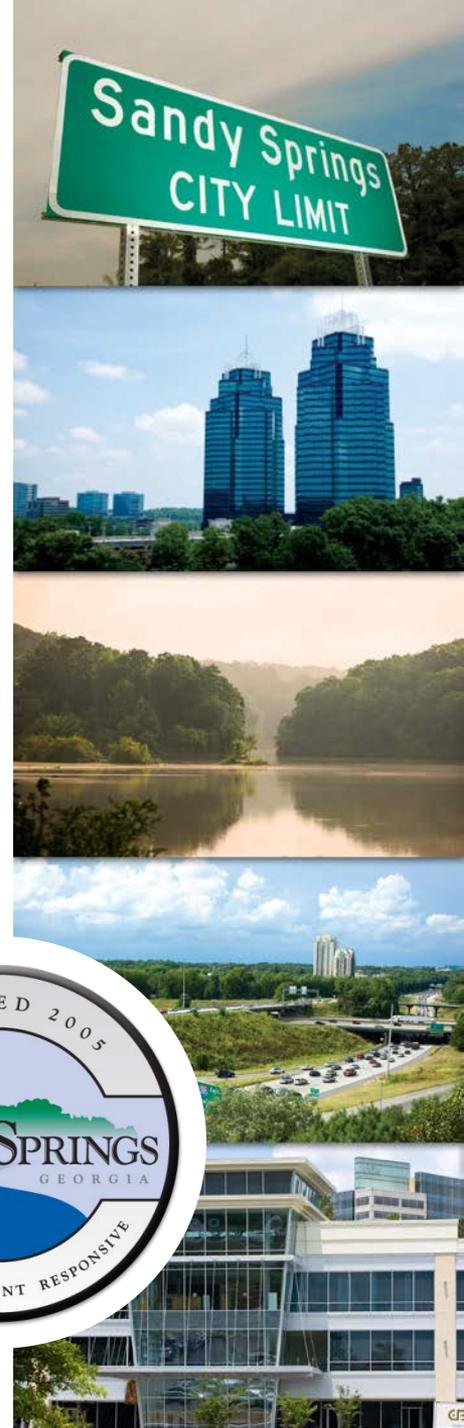


PARKING ORDINANCE AMENDMENT

City Council Work Session

April 15, 2014



Best Practices in Planning

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- Sustainable “green” mixed-use developments
- Introduction of residential development into commercial areas
- Adaptive re-use of under-utilized or abandoned properties
- Enhancing connections between developments vs. unconnected suburban sprawl

Trends in Parking

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- Reduction in the number of required parking spaces
- Policies that discourage the development of large parking fields
- Establishment of a maximum number of parking spaces
- Encouraging developers to build shared parking facilities, thus limiting the total area devoted to parking
- Construction of on street parking within the right of way

Existing Ordinance

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- Provides very specific minimum parking space requirements based on use
- Main Street Overlay District also includes requirement regarding the maximum number of parking spaces
- Ordinance allows for some shared parking and other reductions based on proximity to transit

Current Issues

- Requirements may be less than or in excess of industry standards, depending upon the use
- Variances are often requested to reduce or exceed parking requirements
- Large expansive impervious parking lots negatively impact the environment (heat islands, increased runoff)

Proposed Amendment

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- Reduce minimum requirements for most uses, allowing the market to set parking requirements based upon industry need, except when in close proximity to residential streets
- Change standards for off-site parking (encourage shared parking)

Next Steps

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- Obtain City Council concurrence to proceed with amendments to the parking standards in the Zoning Ordinance
- Research industry best practices and develop comparison report
- Work with the Planning Commission to develop Zoning Ordinance Amendment recommendations