



Memorandum

Planning Division
Community & Economic Development Department

To: Planning Commission
From: Nick Britton, Principal Planner *nb*
Date: August 24, 2011
Re: Proposed Parking Changes

The Planning Division is currently drafting extensive changes to Chapter 21A.44 of the Zoning Ordinance which is the chapter that deals with off-street parking. The proposed changes stem from the city's sustainability initiative, which included expanded transportation demand management (TDM) regulations. The primary goal of TDM can be broadly defined as a set of rules intended to reduce the number of single-occupant vehicle trips (i.e., someone driving by themselves).

TDM strategies break down into three categories: trip reduction (decrease the total number of vehicle trips); alternative transportation modes (encourage the use of bikes, buses, trains, etc. for trips); and parking management (altering the supply and demand of parking spaces).

With regard to parking, the proposed ordinance changes are intended to limit the amount of off-street parking that can be provided while streamlining alternative means of meeting parking demand. The major changes are summarized below.

- **Maximum Parking:** The city currently has only a minimum parking requirement for all uses. The proposal would put a cap on how many off-street parking stalls that would be allowed for all uses except single- and two-family uses.
- **On-street Parking Credit:** Credit for on-street parking would be allowed in all zones for parking spaces directly in front of the applicable property.
- **Alternative Vehicle Parking:** Depending on the type and size of development, parking spaces for electric, carpool and vanpool vehicles would be required.

- **Streamlining Alternative Parking Options:** Generally, the proposal would make it easier for an applicant to provide required parking through other parking methods, such as shared parking or off-site parking.

In addition, staff is proposing using parking as an incentive for applicants who wish to decrease the amount of required parking or go beyond the parking cap. To obtain approval for either, the development must include other elements of TDM not directly related to off-street vehicle parking, such as bike or pedestrian commuter facilities, a carpool system or other on-site amenities. The extent and number of additional requirements is based on what they request.

As with most proposed ordinance changes, these regulations would only apply to new development or expansion to an existing development.