



Memorandum

Planning Division
Community & Economic Development Department

To: Planning Commission
From: Nick Britton, Senior Planner
Date: October 10, 2012
Re: Proposed Parking Ordinance

The Planning Division is currently drafting extensive changes to chapter 21A.44 of the zoning ordinance, the chapter that deals with off-street parking (see attached). The proposed changes stem from the city's sustainability initiatives, which included expanded focus transportation demand management (TDM). TDM is a set of strategies intended to provide residents' and employees' more options when making travel decisions. The primary long-term goals of TDM are to decrease vehicle miles traveled, reduce traffic volume during peak periods, and provide more modes of transportation. Effective TDM strategies thus reduce pollution, congestion and infrastructure costs while improving public health and promoting sustainable development.

As parking is a major element of TDM, a full analysis of the off-street parking chapter was necessary. The result was a number of minor changes to make the chapter easier to use and the regulations for straightforward. This included reorganizing the chapter and moving some regulations from one section to another. A number of tweaks were made to the language that did not change the overall scope or intent of specific regulations. In addition, there are a number of minor changes to other sections in the ordinance directly related to off-street parking.

Briefly, the major changes are as follows:

- **Maximum Parking:** The city currently has only a minimum parking requirement. The proposed ordinance would institute a maximum parking regulation on new development.
- **On-street Parking Credit:** Credit for on-street parking would be allowed in all zones (except single- and two-family zones) to satisfy some of the required parking. Street parking would be limited to the spaces abutting the development property.
- **Transportation Demand Management:** The TDM section provides developers flexibility in their calculations for parking. The normal allowable range for parking (the minimum to the maximum) could be modified to require fewer or allow more parking spaces. This modification

would be allowed in exchange for the implementation of TDM strategies as identified in the proposed code.

If a developer wants to reduce the amount of parking they are required to install, they can opt to employ some of the “minor” TDM strategies listed in the chapter (or propose alternative strategies). On the other hand, the City would allow more parking beyond the maximum provided the developer provide a “major” strategy. Major TDM strategies are more expensive than minor strategies and involve infrastructure improvements.

- **Electric Vehicle Parking:** At least one parking space and charging station for electric vehicles would be required for every 50 parking spaces in new developments.
- **Bicycle Parking:** The regulations for bicycle parking have been expanded to differentiate between different types of uses and to make bicycle parking safer and more convenient.
- **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.
- **Parking Reductions:** Additional parking reductions have been provided in the proposed ordinance, including reductions for transit proximity.

At this time, staff is asking for feedback on the proposed ordinance. Specifically, staff would like to know the Planning Commission’s thoughts regarding the following:

- The proposed maximum parking regulation;
- The proposed Transportation Demand Management regulations, and the extent to which some of the optional regulations should be required;
- The proposed allowance of off-street parking to count in all zoning districts (except single- and two-family districts); and
- The organization of the ordinance as proposed.

This is not the final draft because there will be some additions to the chapter based on the ordinances adopted by City Council at its September 18 hearing. These additions will be directly copied from those adopted ordinances. It is anticipated that staff will return with a final draft for a public hearing in November.

Thank you.