

## White Paper: Parking

### Policy Direction:

The 2030 General Plan and the Central City Parking Master Plan acknowledge the challenge of providing adequate off-street parking to meet the needs of businesses and residents, while at the same time reducing constraints to development caused by onerous or inflexible parking requirements. Supporting policies include the following:

**M 6.1.1 Appropriate Parking.** The City shall ensure that appropriate parking is provided, considering access to existing and funded transit, shared parking opportunities for mixed-use development, and implementation of Transportation Demand Management plans. *(RDR)*

**M 6.1.2 Reduce Minimum Parking Standards.** The City shall reduce minimum parking standards over time to promote walkable neighborhoods and districts and to increase the use of transit and bicycles. *(RDR/PSR)*

**CC.M 1.2 Adequate Parking.** The City shall provide adequate off-street parking to meet the needs of shoppers, visitors, and residents. *(MPSP/SO)*

**CC.M 1.3 Residential Street Parking.** The City shall reduce the adverse impact of commuter parking on residential streets. *(MPSP)*

### Purpose:

Provide effective tools to reduce parking impacts while encouraging economic development.

### Background:

The Zoning Code's parking requirements for new land uses are outdated and designed primarily for suburban development, as opposed to redeveloping our existing urban and traditional neighborhoods. These existing neighborhoods often include the reuse of lots and buildings that were created prior to the significant increase in the use of the automobile.

### The Problem:

1. Parking requirements can create substantial challenges to not only the cost, design, and development of infill projects but also the community's perceived negative impacts of the new development.
2. Current regulations do not acknowledge the benefits of mixed-use, walkable neighborhoods that are well-served by transit in terms of reducing trips and the need for parking; they also do not provide incentives for owners of existing parking facilities to share their parking when it is not being used.
3. Current regulations are inflexible both in how off-street parking can be provided but also in how parking lots are designed.
4. Many existing infill sites contain little or no parking.
5. New infill development is often expensive and cannot afford the cost or space required for suburban parking standards.

**Recommended Solution:**

1. Evaluate the existing regulatory environment considering:
  - a. Parking generation rates
  - b. Existing parking ratios
  - c. Parking supply
  - d. Transit supportive uses
  - e. Areas of the city impacted by parking waivers
  - f. Economic feasibility of complying with current parking requirements
2. Develop a report, which includes:
  - a. The evaluation of the existing regulatory environment
  - b. Recommended revisions to the existing parking ratios (if necessary)
  - c. Recommended tools to provide alternatives to onsite or off-site parking requirements (e.g. in-lieu fees, car sharing, ministerial process)
  - d. Recommended policy changes (if necessary)
  - e. Recommended process for additional implementation
3. Obtain Council approval of the report's recommendations and any immediate ordinances amending the City's parking regulations for off-street parking.

**Challenges to Achieving the Solution:**

1. Creating flexible, smart regulations for parking while ensuring predictability for developers.
2. Ensuring adequate off-street parking to meet the needs of residents, shoppers, and visitors.
3. Community concerns about customer parking (especially late at night) in neighborhoods already impacted by new development.
4. Business district concerns about commuter parking that takes up customer spaces all day long, where commuters try to avoid paying for parking closer to their workplaces.

**Discussion Questions:**

1. What do you think are the biggest issues facing the City as it relates to parking, both in terms of meeting demand and achieving financial success?
2. What have your experiences been in trying to develop in the City given the existing minimum parking requirements?
3. What are your thoughts regarding "context sensitive parking requirements" in which parking requirements vary based on factors such as the level of transit service?
4. Are you supportive of concepts such as:
  - Fees paid in-lieu of on-site parking spaces,
  - Car sharing,
  - Parking space sharing,
  - Greater flexibility with providing offsite parking?