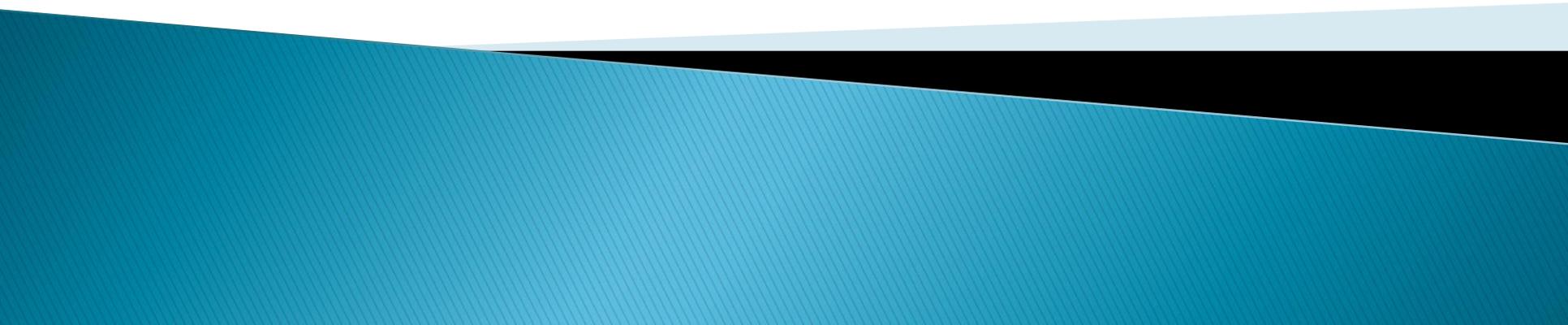


# Joint Task Force on Neighborhood Parking November 14, 2012

Stakeholder Meetings



# Proposed Methodology to Address Issue

- ▶ Council/Planning & Zoning Commission Sub-Committee
  - ▶ Conduct Analysis of Issue
  - ▶ Develop Solution Options
  - ▶ Engage Stakeholders
  - ▶ Public Hearings
  - ▶ Recommendations and Action
- 

# Things to Remember

- ▶ Complex Issue
  - ▶ Varying Contexts
  - ▶ “Simple” solutions may not be so simple
  - ▶ Consequences associated with issue but also with solutions
  - ▶ Many and varied stakeholder interests
- 

## ▶ Trying to Avoid

- Limited Emergency Access
- Limited Access to Driveways and Mailboxes
- Blocked Driveways, Sidewalks and Mailboxes (one-side parking)
- Yards Converted to “Parking Lots”



- ▶ Most streets in most new neighborhoods experiencing few (if any) problems

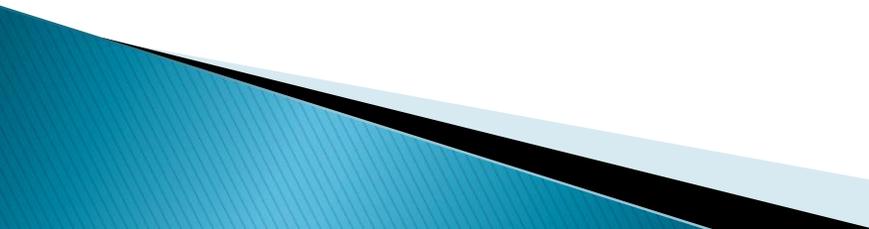


# City-Wide and City-Initiated Tools Options for Discussion

- ▶ Code and Police Enforcement
  - ▶ Neighborhood Plans / Specific Parking Plans
  - ▶ Parking removal (one or both sides)
  - ▶ No-parking zones / fire hydrant protection
  - ▶ Maximum front yard coverage
  - ▶ Increased minimum off-street parking / per bedroom
- 

# Options for Discussion

## ▶ Minimum Off-Street Parking Requirements Based on Number of Bedrooms

- ▶ Require one off-street parking space per bedroom
  - ▶ May need to be combined with other treatment
- 
- ▶ Pros - Increases certainty of emergency access, may decrease blocked mailboxes, sidewalks, and driveways, generally maintains current street standards, can be combined with several other treatments
  - ▶ Cons - Does not guarantee emergency access, may decrease lot yield, may increase development costs, potential to turn much of front yard into parking, difficult to “undo”
- 

# Development-Related Tools Options for Discussion

- ▶ Wider Streets
  - ▶ Narrower Streets
  - ▶ Parking removal (one or both sides w/ platting)
  - ▶ Alley-fed off-street parking
  - ▶ Wider lot frontages (minimum 70')
  - ▶ Minimum parking/garage setbacks
  - ▶ Overflow parking areas
  - ▶ Others?
- 

# Options for Discussion

## ▶ Wider Streets



- Local Subdivision Streets – 27’ wide, slower design speed, one 20’ yield lane and varying 7’ parking on both sides generally
- Thoroughfares/Collectors 34’ or wider, higher design speed, two 12’ lanes and 7’ parking on both sides (unless bike lanes present, then no parking)

- Pros – Ample parking and consistently available emergency access
- Cons – Cost, higher travel speed, excess parking capacity on many areas, “unfriendly” pedestrian environment



# Options for Discussion

## ▶ Narrower Streets



- Local Subdivision Streets – 27' wide, slower design speed, one 20' yield lane and varying 7' parking on both sides generally
- Minimum fire lane is 20' in width – greater if taller structures

- Pros – Consistently available emergency access, slow travel speed, pedestrian friendly, lower costs, less land used
- Cons – No on-street parking – requires alleys, overflow parking, or similar treatment



# Options for Discussion

## ▶ Parking Removal (One or Both Sides)



- Parking is permitted on all city streets unless prohibited by ordinance
  - Current practice is to take action once problem is presented
  - Current practices could be amended to establish with platting
- 
- Pros – Maintains certainty of emergency access, if on one-side maintains some parking and slows traffic some, decreases blocked mailboxes and driveways, maintains current street standards, responds to a specific proven problem, can be “undone”
  - Cons – Reactive vs proactive (unless done at platting), politically contentious at times, may force parking into yards, limits on-street parking availability, if removed from both side may increase travel speeds

# Options for Discussion

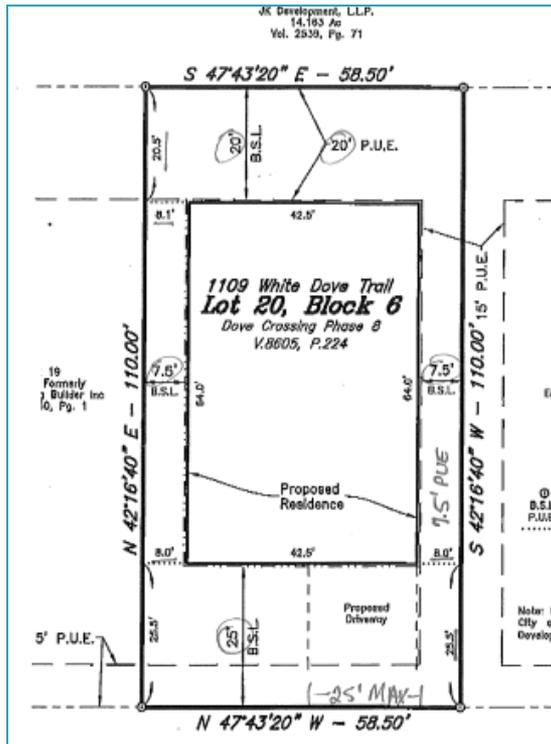
## ▶ Alley-Fed Off-Street Parking



- Designed to provide access to the rear or side of a property. May be used for public vehicular or utility access
  - Generally 20-feet in width
  - Residential lots served by an alley should only have driveway access via the alley
- 
- Pros - maintains certainty of emergency access, pedestrian friendly, decreases blocked driveways
  - Cons - increased construction and maintenance costs

# Options for Discussion

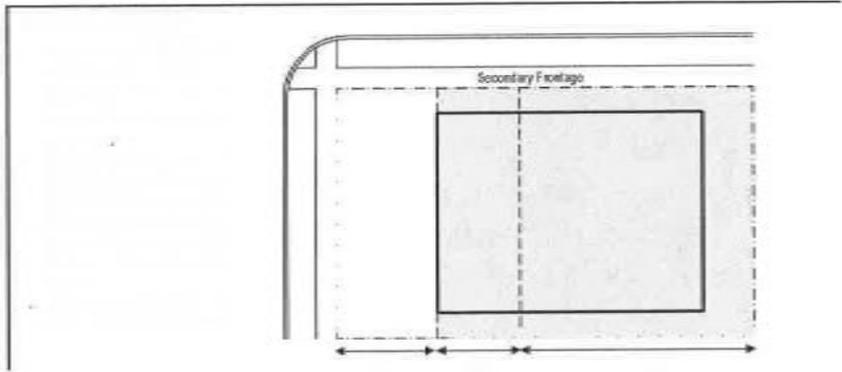
## ► Wider Lot Frontages



- R1 zoning permits lots as narrow as 50' in width
- 70' and greater lot widths are common in many developments not geared toward investment housing
- Pros - Decreases blocked mailboxes and driveways, increases the street area available for parking associated with each house, decreases density and parking demand, maintains current street
- Cons - No certainty of emergency access, decreases lot yield, increases development

# Options for Discussion

## ▶ Minimum Garage/Parking Setback



- Off-street parking must occur behind a specific point on the lot
  - Driveway length is increased on each lot
  - May be best used as a companion to other treatment
- 
- Pros - Increases certainty of emergency access, may decrease blocked mailboxes, sidewalks, and driveways, generally maintains current street standards
  - Cons - Does not guarantee emergency access, may decrease lot yield, may increase development costs

# Options for Discussion

## ▶ Overflow Parking Areas

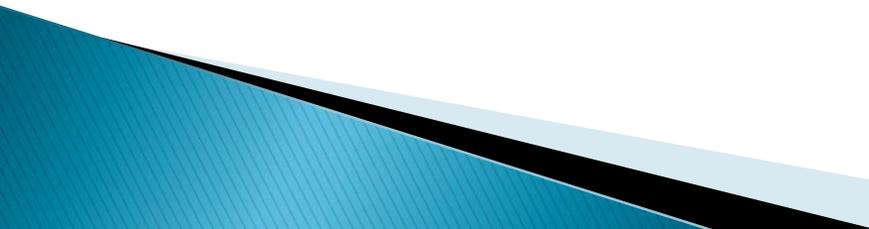
- In addition to on-street parking, lot-based off-street parking, required private off-street overflow parking areas
- May be combined with other treatment (such as removal of parking from one or both sides of street or narrow street



- Pros - Increases certainty of emergency access, may decrease blocked mailboxes, sidewalks, and driveways, generally maintains current street standards, can be combined with several other treatments
- Cons - Does not guarantee emergency access, decreased lot yield, increased development costs, increases HOA responsibilities, may have aesthetic issues

# Optional Optional Tool

## ▶ Neighborhood Conservation

- ▶ Applies to areas designated Neighborhood Conservation
  - ▶ Preserves the existing building footprint and parking layout as it currently exists
  - ▶ Aimed at maintaining character of older neighborhoods
- 
- ▶ Pros - maintains neighborhood character, ensures yards don't become de facto parking lots, maintains current street standards, can be combined with other treatments
  - ▶ Cons - Does not guarantee emergency access, possible decreased bedroom yield
- 

## ▶ Neighborhood Conservation

Before



After



## ▶ Neighborhood Conservation



## ▶ Neighborhood Conservation



Before



After

## ▶ Neighborhood Conservation



## ▶ Neighborhood Conservation



Before



After

## ▶ Neighborhood Conservation



# Next Steps

- Continue to Test Options and Combination of Options
  - Formulate Recommendations
  - Conduct Public Hearing
  - P&Z and Council Action
- 