

DRAFT TECHNICAL MEMORANDUM: PARKING POLICY

PURPOSE

This memorandum examines the City's need to revise current policies regarding vehicle parking to meet the requirements of Oregon Administrative Rules (OAR) 660-012-0045 (Transportation Planning Rule or TPR), as well as to help the City and the Bend Metropolitan Planning Organization (MPO) create a set of parking policies representing the vision of the Bend as well as industry best practices for parking.

This document serves as a summary of current vehicle parking policy and a framework for providing recommended policy revisions. Recommendations from this document will be used by City and MPO staff to revise Bend's parking policies and update the City and MPO Transportation System Plan (TSP) and Metropolitan Transportation Plan (MTP).

There are currently five policies related to motor vehicle parking in Chapter 7 (Transportation Systems)¹ of the Bend Comprehensive Plan. Relevant excerpts from that document are provided later in this memorandum, including the five policy statements. New and revised parking policies will be included in the updated TSP and MTP.

CURRENT TRANSPORTATION GOALS & PARKING POLICIES

The current Comprehensive Plan provides community goals that guide parking policy. The City's current goal for Transportation provides the framework for the parking policy recommendations. The entire Transportation Goal is repeated below with several key words and phrases highlighted in ***bold italic***. Each highlighted item is addressed for the guidance or challenge it presents in preparing recommendations for new vehicle parking policies. These highlighted items are then tied to subject areas that the City's policies should address.

Transportation Goal:

*"The transportation system that serves the Bend urban area must meet a complex set of community needs. The interrelated success of the economy and livability of our community depends upon the ability of the transportation system to effectively move people and goods, and to **provide access** to services and places of employment, while not disrupting the **continuity and aesthetics of the community**. Completion of a **multi-modal road network**, trail, and transit system will help to achieve a balanced transportation system and reduce automobile reliance. This,*

¹ The Transportation Chapter of the Comprehensive Plan consists of the goals and objectives from the Bend Transportation System Plan.

combined with the development of **compact community design** and the **integration of land uses**, will provide a strategic approach to fulfilling the transportation needs of the future.

Implementation of the transportation plan must be coordinated so that resources are allocated in an **equitable and cost-effective** manner. The transportation system will be developed with enough **design flexibility** to meet the needs of the urban area, as well as to be sensitive to important community values such as **aesthetics, preservation of neighborhoods, natural features and other quality of life criteria**. It is therefore essential that the goals, objectives and policies of the Transportation Plan provide community assurance that safety, accessibility and mobility will be provided for all users.”

Parking Policy Subjects

Key phrases in this goal statement establish five subject areas that parking policy should address: (1) Provide Access; (2) Preserve System Continuity; (3) Preserve and Enhance Community Aesthetics and Values; (4) Provide a Multimodal Street System; and, (5) Provide Compact Community Design.

1. Provide Access

Vehicle (including bicycle) parking is a form of access that properties use to varying degrees. Policy should encourage the integration and balancing of parking with other forms of access, such as sidewalks, transit stops, or bike lanes, as appropriate for different land use types in different contexts (e.g., along a transit corridor or in more compact and mixed-uses areas like downtown).

2. Preserve System Continuity

To preserve system continuity, parking policy should:

- Minimize the disruption of the pedestrian, bicycle, and transit systems (driveways, for example, which provide access to off-street parking, can disrupt the continuity of facilities and may adversely affect safety) and
- Balance the need for adjacent land use access with the safe movement of vehicle traffic (for example, higher-speed facilities are less likely to have on-street parking as a safety precaution).

3. Preserve and Enhance Community Aesthetics and Values

Parking policy should acknowledge that parking may have positive and negative impacts on the community. These impacts should be managed to reflect the community’s aesthetics, desire to preserve neighborhoods, natural features, and other quality of life criteria. Large areas of impervious surface can have environmental impacts, such as the need to control and clean storm water runoff, and can create heat sinks; and parking areas, if not well-designed, can be unattractive and unsafe. Therefore, parking policy should direct parking areas to be designed, built and maintained to preserve the safety, comfort, convenience, and character of the areas as well as mitigate their effects on the environment.

4. Provide a Multi-Modal Street System

On-street vehicle parking should be established in policy as an allowed use of the public right-of-way (ROW) in appropriate locations. However, policy should also preserve the ability of the City to allocate the ROW to best meet the needs of the community for a multi-modal road network².

5. Provide Compact Community Design

Parking policy should support the City's goals for efficient development by creating vehicle parking policies that:

- Allow on-street parking in areas where it is well-utilized and managed and does not unduly constrain the development, safety or effectiveness of the multi-modal road network;
- Protect historic buildings by avoiding parking policy that would unduly constrain re-use, renovation or preservation;
- Right-size off-street parking requirements to be consistent with local rates of use;
- Allow a reliance on a portion of the on-street system to meet parking code requirements (particularly for older and historic buildings, complementary infill sites within densely developed areas and for locations where the existing on-street system is under-utilized);
- Allow the provision of bicycle parking to serve as a partial offset of vehicle parking requirements;
- Provide a reduction to parking requirements for developments adjacent to high-quality transit service;
- Incentivize transportation demand management programs as effective methods of reducing parking needs;
- Allow for the use of off-site parking that is under-utilized or has complementary users to meet required parking;
- Allow for the efficient sharing of parking supplies to meet the demands of adjacent uses and larger areas (i.e. parking districts); and,

6. Equitable and Cost-Effective

Parking policy should encourage existing land uses with excessive parking to share the supply to minimize the burdens of developing new supply. Shared use of available and under-utilized supplies is cost-effective. The most equitable parking policy is one based on a demand-based approach, which will result in right-sizing parking. Policy that encourages regular monitoring demand by land use type will assure that requirements are appropriate.

² Defined as networks of pedestrian, bicycle, transit, and street facilities/services that are intermodal, interconnected and comprehensive in their coverage and service to the community

Current City Parking Policies

Bend has five policies that are specific to parking: one is listed under Transportation Demand Management (TDM); two are found under Street System; one is specific to the Bend Central District Plan; and, the final one is specific to the Integrated Land Use and Transportation Plan (ILUTP). Each policy is listed below and briefly discussed.

Policy 7-23: *The City shall manage and regulate parking by:*

- a) Establishing programs to lower parking demand in commercial and business districts citywide by providing preferential parking for carpoolers, encouraging mass transit use, encouraging shuttle systems from external parking lots, and maintaining an adequate supply of strategically placed bike parking facilities.*
- b) Requiring business groups and employers to develop parking management strategies that support reduced roadway system demand during the peak motor vehicle travel times.*

This policy establishes management and regulatory responsibility for vehicle parking with the City. The sub-elements of the policy are focused on TDM, which are components of management and regulation. This policy should be retained.

Policy 7-51: *In order to reduce vehicle speed, avoid construction of excessive pavement, and create livable neighborhoods, the City shall adopt standards that allow for narrower streets and lane standards, on-street parking, and other pedestrian friendly design elements. The City shall manage the development process to obtain adequate street right-of-way and improvements commensurate with the level and impact of development. New development shall be supported by traffic impact analysis(es) to assess these impacts and to help determine transportation system needs.*

This policy provides authority for the City to require ROWs to be sufficient to accommodate on-street parking. This policy should be retained.

Policy 7-62: *Street widths on public residential local streets may vary depending on topography, anticipated traffic volume, natural features that warrant protection, and existing street patterns in the neighborhood. Right of way shall be a minimum of sixty (60) feet except in special circumstances. Narrower streets may have limited on-street parking to ensure emergency vehicle access.*

Interpretation of this policy could include that the City has the right to eliminate previously designated on-street parking; however, the limitation to that interpretation is that it must be in the context of ensuring emergency vehicle access. The City may wish to modify this policy to broaden the conditions under which on-street parking may be removed.

Policy 7-89: *The city will work with local businesses and property owners to develop and implement a parking strategy for the District that meets local parking needs while also encouraging use of alternative modes (e.g., bicycling, walking, and transit) to travel to, from, and within the District."*

This policy guides the City's only parking management district and could be made broader to address the potential for new parking districts.

Policy 7-90: *"The City will implement the land use, transportation demand management, parking management, transit, and complete streets strategies, projects and programs that are identified as Proposed Strategies in Chapter 4 of the ILUTP."*

This policy effectively states the goals of the ILUTP and therefore should be retained, as written.

NEW PARKING POLICY RECOMMENDATIONS

The following section provides recommendations for new policy language related to the key subjects identified above. The City needs these policies to address the basic parking subjects identified in the Transportation Goal statement. As summarized above, the current policies do not completely address the parking policy needs of the City. The following recommendations are intended to provide guidance for the development of new or revised policies and do not represent the actual policy statements. When relevant, examples of policies from peer cities are provided.

Providing Access

Access is provided to all land uses in Bend by a variety of forms, including motor vehicle and bicycle parking. Vehicle parking should integrate with other forms of access to support the balanced use of all means of access.

Policy Needs

1. Establish parking as a form of access to each land use type.
2. Balance the provision of parking with the provision, promotion and use of other modes as a means of access.
3. Differentiate locations or characteristics of locations where other forms of access may be preferred over motor vehicle parking. *(See Riverside CCM-3.2 and 3.4 for examples of this from peer cities.)*
4. Ensure that parking requirements are right-sized.
5. Establish that parking provision rates should respond to different land use types in different circumstances and be updated based on measured use.

Recommendations

1. **Establish parking as a form of access to each land use type.**

Develop policy defines parking as one of the forms of access that should be available to all land uses within the City. Forms of access may include motor vehicle parking, bicycle parking, transit access, and pedestrian access. By identifying parking as a form of access, the City is acknowledging the need to provide appropriate levels of parking for all land uses.

2. Balance parking (as a form of access) with the provision, promotion and use of other modes as a means of access.

Establish the City's policy intent to balance parking with all other forms of access, which includes bicycle parking, transit access, and pedestrian access, and others. In so doing, the City is acknowledging that parking is not the only form of access provided. In some locations, another form of access may be prioritized over parking. Specific policies should be provided that create multi-modal access to each land use type.

3. Differentiate locations or characteristics of locations where other forms of access may be preferred over motor vehicle parking.

Develop policy that allows the City to prioritize forms of access and adjust parking requirements in locations with defined characteristics. These policies may be provided for specific corridors or on a broader level to indicate characteristics such as land use, transit availability, urban design, community vision plans, etc.

Example: Riverside, California

Riverside, California's Circulation and Community Mobility Element in their 2025 General Plan includes an objective to "Design the Magnolia Avenue/Market Street Corridor as a transit- and pedestrian-oriented Mixed Use boulevard." Specific to that objective, the Plan identifies two policies that further discuss ways to prioritize transit and pedestrian access for this corridor over on-street parking.

- *Policy CCM-3.2: Consider the implementation of off-street shared parking with parking signage improvements, consolidation of driveways, installation of raised landscaped medians, bus turnouts, traffic signal enhancements, special pavement treatments at pedestrian crossings and intersections, curb extensions, signalized/enhanced crosswalks, wider sidewalks and other appropriate measures which enhance traffic flow, transit efficiency and pedestrian movements.*
- *Policy CCM-3.4: Seek opportunities to enhance mobility on parallel and connecting Arterial and Collector Streets in the Magnolia/Market corridor to relieve congestion and to allow for implementation of the mixed-use corridor plan. These could include changes to traffic control (stop signs and traffic signals), elimination of cross-gutters, parking removal, driveway consolidation or limited roadway widening where feasible*

4. Ensure that parking requirements are right-sized.

Policy 7-23 establishes the City's regulatory responsibility over vehicle parking; however, it is embedded within the context of TDM. This regulatory responsibility should be more clearly established, along with the City's responsibilities for regulating, providing, and managing vehicle parking.

Regulatory authority should be coupled with policies for monitoring parking utilization by land use type (and possibly area type) and adjusting parking rates to ensure that City requirements lead to

supplies that accommodate parking demand. Policies should allow for adjustments to parking requirements for existing uses.

Example: Palo Alto, California

Palo Alto, California's Comprehensive Plan specifically calls out the need to provide adequate parking in certain districts of the City. In addition, it specifically calls out the need to provide bicycle parking.

- *POLICY T-45: Provide sufficient parking in the University Avenue/Downtown and California Avenue business districts to address long-range needs.*
- *POLICY T-19: Improve and add attractive, secure bicycle parking at both public and private facilities, including multi-modal transit stations, on transit vehicles, in City parks, in private developments, and at other community destinations.*

5. Establish that parking rates should respond to different land use types in different circumstances and be updated based on measured use.

Develop a policy that acknowledges that different land use types have different parking needs due to factors such as type of user, alternative access options available, and location of the use, among others. These different land use types need parking requirements that do not result over- or under-supply of parking.

TDM strategies should be acknowledged in policy as a means of reducing vehicle parking need. Consideration should be given to whether policy should establish a requirement for monitoring of parking management and TDM performance of developments granted reduced parking requirements.

Example: Palo Alto, California

Palo Alto, California's Comprehensive Plan includes a policy that encourages short-term parking in certain districts of the City.

- *POLICY T-46: Minimize the need for all-day employee parking facilities in the University Avenue/Downtown and California Avenue business districts and encourage short-term customer parking.*

Preserve System Continuity

Parking policy should acknowledge potential impacts of parking and provide guidance to minimize these impacts. To preserve system continuity, parking policy should:

- Minimize the disruption that parking access can have on the pedestrian, bicycle, and transit systems (driveways, for example, provide access to off-street parking can disrupt the continuity of facilities, diminish the quality of the walking and biking experience, and may adversely affect safety) and

- Manage on-street parking to balance the need for access, regional mobility, and the safe movement of vehicle traffic (for example, creating a correlation between roadway classifications, posted speed and the provision or restriction of on-street parking).

Policy Needs

1. Ensure that the disruption of parking access to the pedestrian, bicycle, and transit system is minimized.
2. Describe characteristics of streets or locations of streets where on-street parking may not be appropriate in order to provide a complete roadway system.
3. Maintain the element of Policy 7-62 that indicates “narrower streets may have limited on-street parking to ensure emergency vehicle access.”

Recommendations

- 1. Ensure that the disruption of parking access to the pedestrian and bicycle system is minimized.**

Develop policy that balances needs for parking access with providing a continuous, safe pedestrian, bicycle, and transit system; as follows:

- Driveways to parking areas should be consolidated and minimized;
- A pedestrian-friendly buffer between sidewalks and off-street parking facilities;
- A buffer between on-street bicycle facilities and on-street parking;
- A buffer (or bumper) between sidewalks and angled or perpendicular on-street parking that protects the sidewalk width for pedestrian use; and
- Design of conflict areas between parking access and pedestrian, bicycle and transit systems to promote safe movements for all modes.

- 2. Describe characteristics of streets or locations of streets where on-street parking may not be appropriate to provide a complete roadway system.**

Parking policy should acknowledge that on-street parking should be applied in locations where it is appropriate, which may include lower-speed and lower-volume facilities. For safety reasons, on-street parking should be limited on some streets with speeds (observed or posted) above a certain threshold (e.g., 35 MPH). At higher speeds, pedestrians entering or exiting parked vehicles have a higher probability of serious injury if they are struck by a vehicle. These higher speed facilities form an important part of the transportation system, moving traffic through the network, while lower speed facilities typically provide access to surrounding areas. Both types of facilities are needed for a complete roadway system.

Policy 7-51 currently promotes pedestrian-friendly streetscapes with narrow streets and on-street parking. However, there is no discussion about the need to balance these facilities with those intended to move traffic at higher volumes and higher speeds, which form an important part of the transportation system.

Example: Riverside, California

Riverside, California's Circulation and Community Mobility Element in their 2025 General Plan includes an objective to "Design the Magnolia Avenue/Market Street Corridor as a transit- and pedestrian-oriented Mixed Use boulevard." Specific to that objective, the Plan identifies a policy that states parking removal may be necessary to meet the goals for a complete system:

- Policy CCM-3.4: Seek opportunities to enhance mobility on parallel and connecting Arterial and Collector Streets in the Magnolia/Market corridor to relieve congestion and to allow for implementation of the mixed-use corridor plan. These could include changes to traffic control (stop signs and traffic signals), elimination of cross-gutters, parking removal, driveway consolidation or limited roadway widening where feasible

3. Maintain the element of Policy 7-62 that indicates "narrower streets may have limited on-street parking to ensure emergency vehicle access."

Policy 7-62 appropriately identifies the need to balance on-street parking with preserving emergency vehicle access throughout the system. This concept should be maintained in the City's future parking policies.

Preserve & Enhance Community Aesthetics & Values

Parking policy should acknowledge that parking may have positive and negative impacts on the community. These impacts should be managed to reflect the community's values related to aesthetics, preservation of neighborhoods, natural features, and other quality of life criteria. Parking should contribute to rather than detract from the character of an area. For example, large areas of impervious surface can have environmental impacts, such as the need to control and clean storm water runoff, and can create heat sinks. Therefore, policy should direct the City to create parking areas that are designed, built and maintained to preserve the safety, comfort, convenience, character of the areas they are intended to serve, as well as mitigate environmental impacts.

Policy Needs

1. Document the ability for parking to contribute to the character of an area.
2. Identify the design elements associated with parking that should be considered.
3. Identify the need to consider the unique character of different areas throughout the City when determining an appropriate set of design criteria. This should also indicate the need to identify flexible standards for each context.

Recommendations

1. Document the ability for parking to contribute to the character of an area.

By defining parking as a community design component that adds to the community character, this policy would set the stage for requiring design elements as a part of parking requirements.

2. Identify the design elements associated with parking that should be considered.

Prepare policy or policies that identify the need to develop design standards for surface and structured parking. These design standards should consider the community values for different areas of the City. Many design elements of surface parking and structured parking have the ability to contribute to an aesthetically pleasing environment that aligns with the community values of a specific location. Some of the design elements that may be considered in the requirements include, but are not limited to:

- Location of parking relative to the building and lot location (i.e., whether the parking is located in front of or behind buildings, or underground);
- Landscaping requirements, particularly shade producing trees and drainage swales;
- Buffering from pedestrian and bicycle facilities;
- Buffering from special places (e.g., parks) or uses (e.g., historic buildings);
- Other public infrastructure characteristics such as signage and lighting;
- Pedestrian, bicycle and transit amenities; and
- Scale of the development.

Example: Palo Alto, California

Palo Alto, California's Comprehensive Plan includes many policies that discuss the aesthetics of parking. Policy T-36 is an example of one that identifies neighborhood residents as the drivers of the community vision. Some of these policies include:

- *POLICY L-75: Minimize the negative physical impacts of parking lots. Locate parking behind buildings or underground wherever possible.*
- *POLICY L-76: Require trees and other landscaping within parking lots.*
- *POLICY L-79: Design public infrastructure, including paving, signs, utility structures, parking garages and parking lots to meet high quality urban design standards. Look for opportunities to use art and artists in the design of public infrastructure. Remove or mitigate elements of existing infrastructure that are unsightly or visually disruptive.*
- *POLICY T-22: Improve amenities such as seating, lighting, bicycle parking, street trees, and interpretive stations along bicycle and pedestrian paths and in City parks to encourage walking and cycling and enhance the feeling of safety*
- *POLICY T-23: Encourage pedestrian-friendly design features such as sidewalks, street trees, on-street parking, public spaces, gardens, outdoor furniture, art, and interesting architectural details*
- *POLICY T-36: Make new and replacement curbs vertical where desired by neighborhood residents*
- *Policy L-5: Maintain the scale and character of the City. Avoid land uses that are overwhelming and unacceptable due to their size and scale.*

- *Policy L-9: Enhance desirable characteristics in mixed use areas. Use the planning and zoning process to create opportunities for new mixed use development.*
 - *Develop design standards for all mixed use designations providing for buildings with one to three stories, rear parking or underground parking, street-facing windows and entries, and zero setback along the street, except that front gardens may be provided for ground floor residential uses.*
- *Policy L-21: Provide all Centers with centrally located gathering spaces that create a sense of identity and encourage economic revitalization. Encourage public amenities such as benches, street trees, kiosks, restrooms and public art.*
 - *Program L-18: Identify priority street improvements that could make a substantial contribution to the character of Centers, including widening sidewalks, narrowing travel lanes, creating medians, restriping to allow diagonal parking, and planting street trees.*

3. Identify the need to consider the unique character of different areas throughout the City when determining an appropriate set of design criteria. This also indicates the need to identify flexible standards for each context.

This topic introduces the opportunity for policy to address differences in land use and transportation that can influence mode choice and travel behaviors. For example, policy could acknowledge that areas with the highest quality of transit service are expected to experience lower rates of auto use (on average) and, therefore, experience a lower level of parking demand. Similarly, policy could acknowledge that areas with higher than average densities and a complementary mix of land uses are expected to have higher rates of walking and bicycling trips and a resulting lower rate of auto use and parking demand.

Locational differences exist on a separate, but equally important scale. For example, parking design in downtown urban areas is likely to differ from that of neighborhood commercial nodes. The City of Bend should implement a policy that promotes consideration of the unique character of different locations throughout the City when determining appropriate design criteria for parking.

Multi-Modal Street System

On-street vehicle parking has been established in policy as an allowed use of the public ROW (see Policy 7-51). However, policy should also preserve the ability of the City to allocate the ROW to best meet the needs of the community for a multi-modal road network⁴. The provision of on-street parking should be consistent with the objective of providing a safe, efficient, and effective multi-modal system. Finally,

⁴ Defined as networks of pedestrian, bicycle, transit, and street facilities/services that are intermodal, interconnected and comprehensive in their coverage and service to the community

parking policy (on-street and off-street) should not interfere with the City's goals of achieving a balanced transportation system⁵ and reducing automobile reliance and vehicle miles traveled. Parking requirements should right-size the resulting parking system to meet demand and promote the use of active transportation modes.

Policy Needs

The subject of Multi-modal Street System provides several opportunity topics for parking policy to address, including the need to:

1. Address parking in the context of providing a safe, efficient, and effective multi-modal system;
2. Balance on-street parking with the multi-modal system within limited right-of-ways; and
3. Right-size parking by providing adequate parking to meet demand while also promoting the use of alternative transportation modes.

Recommendations

- 1. Address parking in the context of providing a safe, efficient, and effective multi-modal system.**

Parking policy must be consistent with the intent to provide a safe, efficient, and effective multi-modal transportation system. Policy statements should clearly establish the priorities, such as indicating that parking (particularly on-street) will be prohibited in locations that jeopardize the safety and function of a complete and multimodal transportation system.

Example: Palo Alto, California

Palo Alto, California's Comprehensive Plan includes policies that encourage design elements that promote a multi-modal system:

- *POLICY T-22: Improve amenities such as seating, lighting, bicycle parking, street trees, and interpretive stations along bicycle and pedestrian paths and in City parks to encourage walking and cycling and enhance the feeling of safety*
- *POLICY T-23: Encourage pedestrian-friendly design features such as sidewalks, street trees, on-street parking, public spaces, gardens, outdoor furniture, art, and interesting architectural details*

⁵ Defined as each mode being present, safe, uninterrupted, and effective in meeting travel needs within the distances people are willing to travel by those modes

2. Document the need to balance on-street parking with the multi-modal system within limited right-of-ways.

The City should adopt a policy that establishes the City's authority to distribute public right-of-way between various users and balance the need for on-street parking with multi-modal facilities such as bike lanes, transit stops, sidewalks, and shared-use paths. The City's existing Policy 7-51 discusses the need to reduce vehicle speed through designs with narrow streets, on-street parking, etc. but does not discuss the balance between on-street parking and the multi-modal system. Policy 7-62 documents the fact that narrower residential streets may have limited on-street parking to ensure emergency vehicle access; this statement is an example of where existing policy seeks some balance between on-street parking and other uses within the right-of-way. Finally, the topic of safety (discussed above) is a critical factor in determining where on-street parking should be prohibited (e.g., at intersections, on high-speed facilities) and policy should acknowledge this.

Example: Palo Alto, California

Palo Alto, California's Comprehensive Plan includes a policy that encourages using off-road public right-of-ways for multi-modal facilities. This is an example of a way to minimize conflicts within public streets.

- *POLICY T-17: Increase cooperation with surrounding communities and other agencies to establish and maintain off-road bicycle and pedestrian paths and trails utilizing creek, utility, and railroad rights-of-way.*

3. Document the need to right-size parking by providing adequate parking to meet demand while also promoting the use of alternative transportation modes.

Policy should be developed that commits the City to rely on data and measurements to determine the true parking demand for various land uses throughout the City and adjust regulations, accordingly.

Example: Palo Alto, California

Palo Alto, California's Comprehensive Plan includes policies that encourage reduced auto use and reduced single-occupancy trips:

- *POLICY T-3: Support the development and expansion of comprehensive, effective programs to reduce auto use at both local and regional levels.*
- *POLICY N-28: Encourage developers of new projects in Palo Alto, including City projects, to provide improvements that reduce the necessity of driving alone.*

Compact Community Design

Parking policy should be consistent with the City's goals for a compact community and the integration of land uses. This can be achieved by creating vehicle parking policies that:

- Allow on-street parking in areas where it is well-utilized and managed;
- Protect historic buildings by avoiding parking policy that prohibits small-scale development, especially infill;
- Right-size off-street parking requirements;
- Allow on-street parking to meet all or a portion of parking code requirements;
- Allow the provision of bicycle parking to serve as a partial offset of vehicle parking requirements;
- Provide a reduction to the parking requirements where high-quality transit service is either planned or available;
- Incentivize parking and TDM programs as effective methods of reducing parking needs;
- Incentivize opportunities to share parking resources among integrated and complementary land uses;
- Allow the use of off-site parking supplies that are under-utilized or have complementary users to meet required, anticipated and/or measured parking demands (if consistent with city plans for the site/area);
- Allow the efficient sharing of parking supplies to meet the demands of adjacent uses and larger areas (parking districts); and,
- Incentivize opportunities to consolidate parking resources that meet the parking needs and plans for an area of the community.

Policy Needs

Policies 7-23 and 7-90 give partial support to achieving compact community design. Some of the City's ordinances support this goal, but policy statements are needed to support the ordinances. Several policy topics should be addressed within the subject of compact community design, including:

1. Implement the strategy recommendations from the ILUTP as additional policy statements.
2. Allow the creation of shared parking agreements.
3. Allow the creation of parking districts.
4. Allow flexibility in parking requirements.

Recommendations

1. Implement the strategy recommendation from the ILUTP as policy statements.

The City's current Policy 7-90 implements proposed strategies from the ILUTP. The ILUTP contains TDM and Parking Management strategies that support the subject of compact community design. The ILUTP indicates that the City will: "Set policy supporting incentives to TDM and increasing applicability of TDM programs." Policy should allow reductions to parking requirements when TDM or Parking Management programs are linked to development.

2. Allow the creation of shared parking agreements.

Policy is needed that encourages the creation of shared parking agreements across land uses and properties throughout the City. The policy should be strongly reinforced through implementing

ordinances that incentivize such actions. The example provided below only targets the proposed development and does not suggest a benefit to the party sharing the resource.

Example: Palo Alto, California

Palo Alto, California's Comprehensive Plan includes a policy that encourages developments with shared-parking.

POLICY L-78: Encourage development that creatively integrates parking into the project by providing for shared use of parking areas.

3. Allow the creation of parking districts.

Policy should allow the creation of parking districts in areas where residents or stakeholders have identified an issue or locations where data supports the development of a parking district. Parking districts would allow for enhanced management of parking resources that align with the plans and uses within the district and the priority users of the parking resources.

4. Allow flexibility in parking requirements.

City policy should provide flexibility in parking requirements through the use of strategies such as shared-parking, reductions for some amount of available on-street parking, allowing a reduction in minimum parking requirements based on the provision of bicycle parking, and relying on TDM strategies to encourage the right-sizing of parking throughout the City. These strategies are found in existing City code but are not directly supported by policy.

Example: Palo Alto, California

Palo Alto, California's Comprehensive Plan includes a policy that encourages developers to use flexible incentives.

POLICY B-17: Where redevelopment is desired, encourage owners to upgrade commercial properties through incentives such as reduced parking requirements, credit for on-street parking, and increases in allowable floor area. Use such incentives only where they are needed to stimulate redevelopment or contribute to housing or community design goals.

Equitable & Cost Effective

Parking policy should not create an unfair burden on existing or proposed developments. Policy should allow (and encourage) existing land uses with excessive parking supplies to either share the supply or redevelop the excess supply in a manner that better aligns supply with current code and site demands. Policy for proposed development should establish a consistent approach to parking requirements that optimizes equity⁶, cost-effectiveness, community character, and livability. This is best accomplished by

⁶ Equity, in the context of parking requirements, is the expectation that all proposed developments are evaluated for their parking demand characteristics, based on land use type, surrounding land uses and transportation facilities, opportunities for sharing parking resources, and willingness to implement TDM or parking management programs.

establishing code provisions that are demand-based⁷ and complemented by the City's transportation demand management efforts.

The best defense against perceptions of unfair parking requirements is to monitor demand over supply by land use type frequently enough to assure the requirements are accommodating the demand. Shared use of available and under-utilized supplies is cost-effective for the private sector (as it is a better use of parking resources) and the public sector (as it is a better use of the land supply).

Policy Needs

1. Adopt demand-based parking requirements that are consistently applied across all developments based on their land use.
2. Develop guidelines for flexibility that are applied consistently across all land uses.
3. Develop a process for monitoring and updating parking requirements as demand changes over time.

Recommendations

- 1. Adopt demand-based parking requirements that are applied consistently across all developments based on their land use.**

Policy should establish that City parking requirements are based on data analysis for the major land use categories within the City. This policy would ensure that the City monitors parking utilization and adjusts parking requirements to align with actual use.

- 2. Develop guidelines for flexibility in determining parking requirements that are applied consistently across all land uses.**

Policy or policy objectives should provide guidelines for flexibility from the data-driven parking requirements. Flexibility may include a detailed variance process or a discrete set of options for deviating from the standards that arise from the incentives previously described (e.g., shared parking, TDM, transit proximity).

- 3. Develop a process for monitoring and updating parking requirements as demand changes over time.**

The City should develop a policy that requires the City to monitor and update the parking requirements on a defined cycle to allow for adjustments based on changes in behavior and parking demand over time.

⁷ Code provisions that are "demand-based" must be supported by regular monitoring of parking utilization by land use type that leads to the City reviewing and adjusting parking requirements to reflect actual rates of use.