



## **Some of What We Heard on April 7 and 15...**

### **1. *Adjust for Context? (Tailoring Parking Regulations for Urban and Transit-supportive Contexts)***

- Expand Downtown's exemption from parking requirements to adjoining neighborhoods.
- Will it add complexity to the code if we break out lower parking requirements by geography?
- Great idea to adjust parking requirements for the more walkable older/urban neighborhoods.
- Do not require sidewalk extensions in urban neighborhoods where sidewalks don't exist. West Government Hill is a unique neighborhood. It is not a rectilinear grid with sidewalks. Some areas are inappropriate for sidewalks.
- Yes, require sidewalks in urban neighborhoods like South Addition. Developments market themselves as being in walking distance of Downtown.
- Will there be any restrictions on the number of cars per dwelling unit or persons on development sites?
- Suggest a carrot-and-stick approach, such as restricting the number of vehicles or requiring multifamily projects to unbundle the cost of parking from renters' housing rent and utility fees, in any areas exempted from parking requirements.
- What is the strategy to address parking spillover on neighborhood streets, and manage on-street parking? There are multi-unit developments that generate on-street parking issues.
- Lower Hillside is experiencing pressures to upzone for more housing. Would area-specific, lower parking requirements allow for more development in other areas? ...How much more housing?
- If current parking requirements are depressing options for housing, would geographic limits on where the proposed lower parking requirements could apply mean that parts of town not included, like Abbott Loop and O'Malley, continue to be hamstrung by current code? Avoiding geographic constraints on new, lower parking requirements would benefit housing throughout the Bowl...

### **2. *Tailor Residential Driveways for Urban Contexts? (Narrower Driveways in Urban Neighborhoods)***

- Don't prohibit front driveways in urban neighborhoods. Old downtown neighborhoods were built with front driveways, which are still used today.
- The concern in South Addition is infill developments that use the entire front yard as a driveway. Encourage driveway access from alleys to support the walking environment. People in South Addition support development when it respects the area's walkable character.
- Driveway width reductions would be great. Look at the Lore Road area for an example of current multifamily driveway requirements.
- New driveway curb cuts across urban sidewalks need to maintain level sidewalk walking surfaces. The concern is not having a consistently level sidewalk. Sloping a sidewalk down to the driveway or creating cross-slopes are a safety problem. Recent examples are making pedestrians leave the sidewalk and walk out into the street.

### **3. *General Discussion***

- Do not put new regulations in place rather than allowing a contractor to design and build the way he/she envisions. Not everyone wants to ride a bike or walk. Most homes have two cars. Please let the "market" manage the future.
- This potential reform is being presented as specific to housing. Would this have other effects on not just housing developments?
- I appreciate the increased flexibility and the recognition that car parking requirements can interfere with other options to allow business opportunities and improve residential life.
- Support for equity issues of parking.