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# Central Corridor Parking: Planning Solutions & Lessons

# Overview

## Genesis:

Central Corridor Engineering  
leads to 80% loss to on-street  
parking

## Short-Term Planning Solutions:

Parking report and program

## Long-Term Planning Solutions:

Zoning



# Parking Study

## **Content:**

Comprehensive review of parking issues, in-depth analysis of 11 critical areas, and proposed solutions.

Provided ground work for implementation through Neighborhood Commercial Parking Program.

## **Long-Term**

### **Recommendations:**

Parking meters on University.  
Time limited parking on side streets.  
Residential permit parking.



# Workshops

## 11 critical area workshops:

Business and property owners, Project Office, Riverfront Corporation and City Staff participated.

### Lesson:

Discussions about coordinating parking facilitate discussions about redevelopment.





# Grant Program

## Application development:

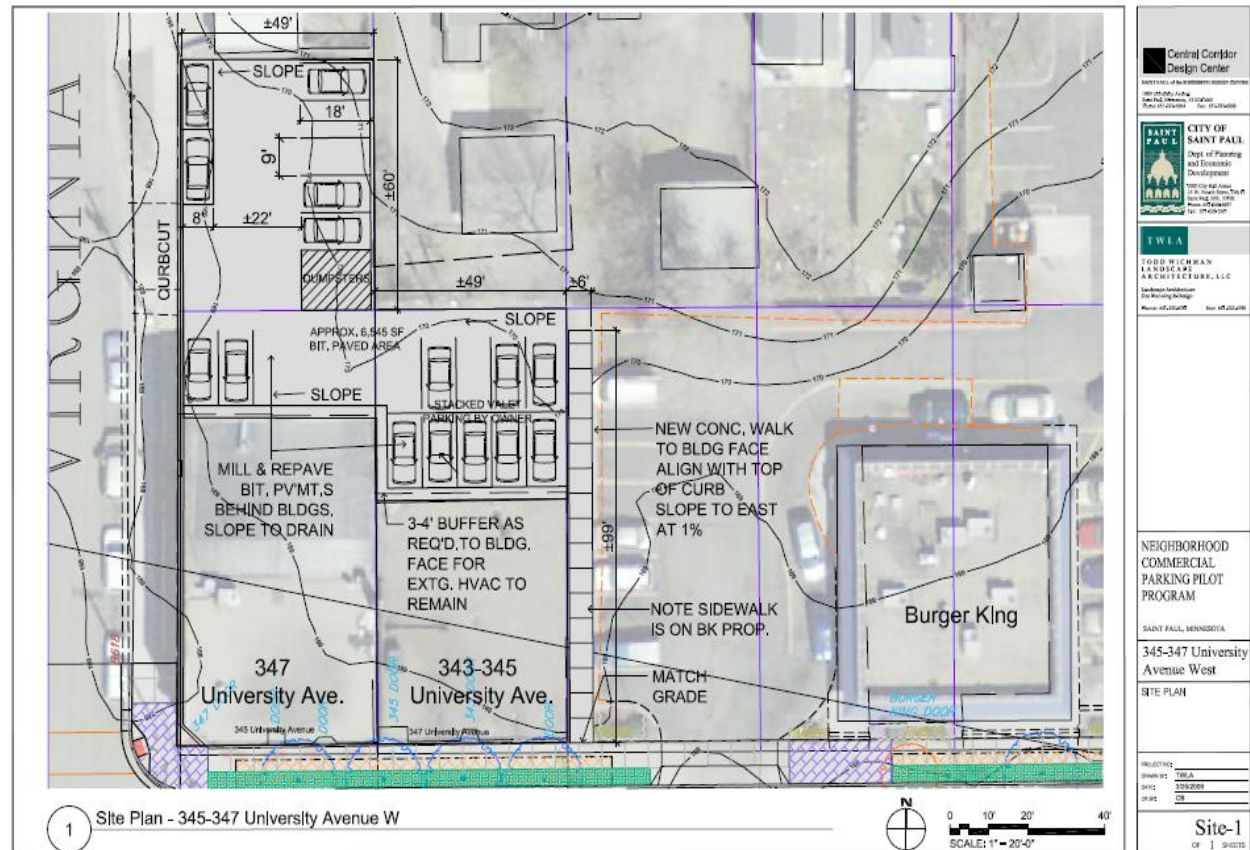
City staff developed the applications assisted by a landscape architect funded by the Funders' Collaborative.

## Eligible improvements:

Parking, paving, security, accessibility, landscaping, lighting, stormwater management.

## Lesson:

Technical assistance helped to level playing field.



# Projects

## Project selection:

50 applications, 24 awards  
selected totaling \$1.3 million.

## Funding limits:

\$25,000 for single applicant,  
more for shared parking.

## Lesson:

Sharing parking among  
businesses is a major  
accomplishment.





# Alleys

## **Project:**

\$350,000 in CIB funds to repave alleys. Project Office ended up paying for many alleys. Completed 2x as many as predicted.

## **Lesson:**

Cleaning and investing in alleys leads to private investment.

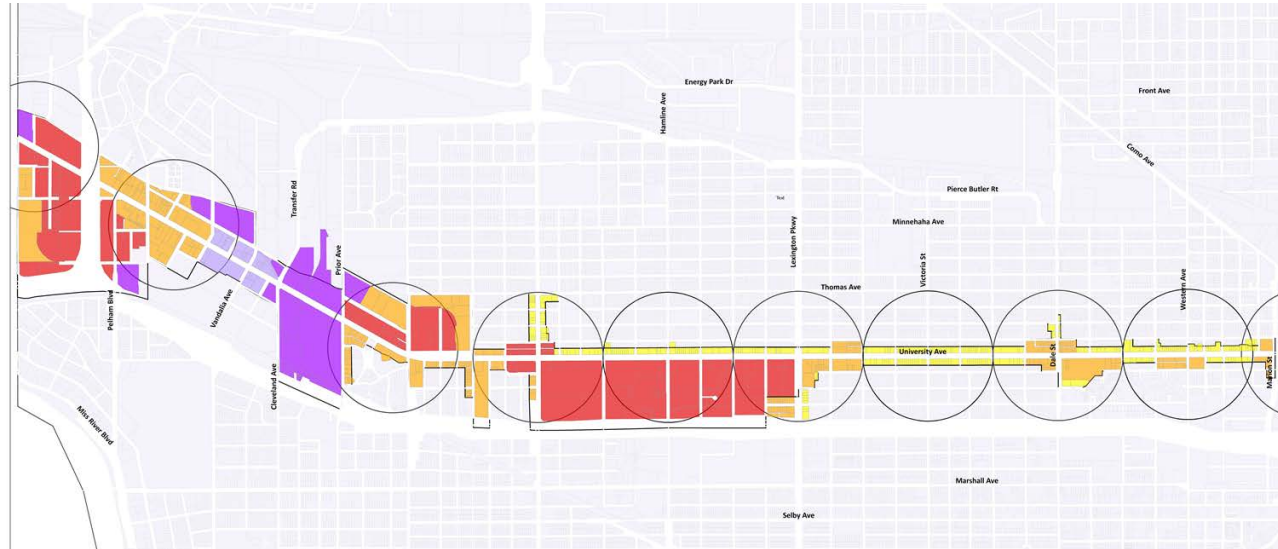


# Zoning Study

Largest zoning study since 1970's.

Revised Traditional Neighborhood (T) zoning districts and created new high-density category.

Implementing Station Area Plans.





## Parking Requirements

## Changes:

Eliminated parking minimum in T zoning districts within ¼ mile of University Avenue. Lowered Maximum (200% food and beverage uses; 140% other uses)

### Lesson:

Market will determine need.  
About 60-75% of citywide min.  
provided by recent commercial  
projects.



# Surface Parking

## **Landscaping:**

Must be located toward sidewalk to improve pedestrian environment.

## **Location:**

To the rear or interior of a block and no more than 60 feet of block frontage allowed.





# Structured Parking

## Incentives:

No maximum for structured parking above or below usable floor area counts toward FAR

## Multi-Use:

Commercial parking facilities must be in a structure. 50% of façade at street level must be retail or office.

