Parking Requirement Revisions
21-LDC-0011

Planning Commission – September 16, 2021

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Background

- Follow up on the first round of parking requirement revisions approved by Metro Council on September 17, 2020
- Resolution from Planning Commission, approved on February 4, 2021
- Planning Committee review on March 28, 2021

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Parking Reduction

All reductions apply to all form districts that include minimum parking requirements

Off-Street Parking Maximum Exceptions and Increases

- Created exceptions to maximum parking requirements for designated parking spaces such as:
  - Handicap accessible spaces
  - Curbside pick-up spaces
  - Carpool/vanpool space
  - Structures parking
  - Electric vehicle charging stations
  - Vacuum stations for car wash uses

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Possible Addition to Parking Maximum Exceptions

- Add as G.7
  - Off-street parking spaces designated for passenger drop-off and pick-up shall not count toward the maximum number of parking spaces.

Table 9.1.3B

Adjusted minimums and maximums for certain uses:

- Shopping – Increased maximum from 1 per 250 to 1 per 200
- Restaurant – Increase maximum from 1 per 250 to 1 per 100
- Vehicle Repair – Increase maximum from 2 per bay to 5 per bay
- Office – Increase maximum from 1 per 200 to 1 per 150
- Factory – Decrease minimum from 1 per 2,000 to 1 per 4,000 and increases maximum from 1 per 1,000 to 1 per 500
- Goods storage or handling – Decrease minimum from 1 per 2,000 to 1 per 10,000

9.1.16 Parking Waivers

- Added appeal language for administrative parking waivers
- Created an administrative parking waiver for maximum parking requirements

Table 9.2.5 Bicycle Parking

- Revised table to match land use in Table 9.1.3B
- Eliminated long term bicycle parking requirements

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Required Action

The Planning Commission must determine whether to recommend approval, approval with modifications, or denial of the proposed text amendments to Metro Council and other cities with zoning authority

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