

## **33.808 Central City Parking Review**

# **808**

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### **33.808.010 Purpose**

The purpose of Central City Parking Review is to allow for parking that supports Central City development, and is consistent with the goals and policies of the Central City 2035 Plan. The approval criteria ensure that the demand for parking will be managed, and the negative effects of parking minimized, while still providing sufficient parking to meet the goals of the City for the Plan District.

### **33.808.020 Organization Of This Chapter**

This chapter contains approval criteria for all Central City Parking Reviews (CCPR). The criteria in Section 33.808.100 apply to all CCPRs.

### **33.808.040 Review Procedures**

- A. Type II.** Except as specified in Subsection B., requests for Central City Parking Review are processed through a Type II procedure.
- B. Type Ix.** Requests for Preservation Parking are processed through a Type Ix procedure.

### **33.808.050 Loss of Central City Parking Review Status**

If the site of a Central City Parking Review is not used for parking for 3 continuous years, the Central City Parking Review rights are lost. Any new parking on the site will be subject to current regulations, and will be reviewed as a new use. Parking spaces in surface parking lots occupied by vending carts are still considered to be parking spaces.

### **33.808.100 Approval Criteria for Central City Parking Review**

The request will be approved if the review body finds that the applicant has shown that all of the following approval criteria are met:

- A.** The proposal will not by itself, or in combination with other parking facilities in the area, significantly lessen the overall desired character of the area. The desired character of the area is determined by City-adopted area, neighborhood, or development plans; by Comprehensive Plan designations and zoning, and by allowed densities.
- B.** If the proposal is for Preservation Parking, and the parking is not under the same ownership as the buildings for which the parking is provided, criteria B.1 through B.3, below, apply. If the proposal is to convert Visitor Parking to Preservation Parking, criteria B.1 through B.4, below, apply.

1. The agreements between the garage operator and the owners of the buildings for which the parking is provided are for at least 10 years; and
  2. For initial approval, the agreements cover 100 percent of the Preservation Parking.
  3. There must be a Parking Management Plan that includes measures to ensure that:
    - a. The parking is used primarily for commitments of at least 10 years to buildings that have fewer than 0.7 parking spaces per 1,000 square feet of net building area for commercial uses, 0.5 spaces per dwelling unit for residential uses, and 0.5 spaces per hotel room for hotel uses. All parking available to each building approved through previous Preservation Parking agreements are counted toward this total.
    - b. Other uses of the parking will occur only when the spaces are not used by the contracted parkers.
  4. The parking demand analysis shows there is not a need for Visitor Parking at this location.
- C.** If the proposal is for Visitor Parking, the parking demand analysis shows a need for this parking at this location. The analysis must show the following criteria are met:
1. At least 65 percent of the short term parking demand is from uses within 750 feet of the parking structure or lot; and
  2. At least one of the following is met:
    - a. There is a cumulative increase in short-term parking demand due to an overall increase in activity associated with existing or new retail or other visitor-related uses; or
    - b. The parking will serve major new attractions or retail development, or
    - c. There has been a significant loss of on-street parking due to recent public works projects, or
    - d. There has been a significant loss of short-term parking spaces.
  3. There must be a parking management plan that includes measures to ensure that the parking will be primarily used for short-term parking.
  4. If the site is in an I zone, all of the following are met:
    - a. The parking will primarily serve industrial firms;
    - b. The parking facility will not have significant adverse effects on nearby industrial firms; and
    - c. The parking facility will not significantly alter the overall industrial character of the area, based on the existing proportion of industrial and non-industrial uses and the effects of incremental changes.

5. The transportation system is capable of safely supporting the proposed facility in addition to the existing uses in the area. Evaluation is based on the transportation impact analysis and includes factors such as street capacity and level of service, on-street parking impacts, access requirements, impacts on transit operations and movement, impacts on the immediate and adjacent neighborhoods, and pedestrian and bicycle safety.
6. The parking facility is in conformance with the street classifications of the Central City Plan District and the Central City Transportation Management System Plan.

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*(Added by Ord. No. 169535, effective 1/8/96. Amended by Ord. No. 171648, effective 10/8/97; Ord. No. 174980, effective 11/20/00; Ord. No. 176469, effective 7/1/02; Ord. No. 177082, effective 1/20/03; Ord. No. 177422, effective 6/7/03; Ord. No. 189000, effective 7/9/18.)*

