

# CENTRAL CITY PARKING POLICY UPDATE

## Parking Operations

### Purpose:

Off street parking in the Central City must be associated with new development. Most parking is currently designated as “accessory”, meaning to serve the land uses for which it was built. Some parking can be used as “commercial”, meaning it can be both accessory or in some cases rented out to serve other uses or buildings nearby.



### EXISTING POLICY

- Currently sharing off-street parking spaces among users is only allowed in some limited circumstances.
- For example, a new residential building that has a parking garage cannot sell any of their spaces to an adjacent retail or office use.

**Most surface lots are remnants from an era before parking regulations. They are classified as “Undedicated General (UG)”**

### Issues:

- The code is complex and difficult to interpret and enforce.
- Prohibiting sharing means parking spaces sit empty during different times of day and it encourages more parking to be built than is needed.

### PROPOSED POLICY CHANGES

- Relax operating restrictions on structured parking so most land uses can share existing and future parking spaces.
- Some operating restrictions will continue for surface parking in the Central Eastside. Existing surface lots would be allowed to sell monthly passes to residents and employees of the district. Parking on an hourly basis will be prohibited.
- New surface lots in I (industrial) zones would be “accessory” to the industrial use for which they are built.

### Benefits:

- This will simplify regulations for both developers and users.
- This will help make more efficient use of existing and future parking supply so that less parking is built overtime than under existing regulations.