

Parking Comparison – Proposed Amendments

Category	Councilor Amendments (Items # C-11 and #C-12)	Staff Amendments
Parking Minimums (Reductions)	<p>Item #C-12</p> <ul style="list-style-type: none"> • Reduces required parking for most uses by 20% • Exempts single-family detached, accessory dwelling units, campgrounds, and temporary dwellings • Adds a 20% reduction in designated growth areas (centers, corridors, transit). 	<p>Item #36</p> <ul style="list-style-type: none"> • Reduces parking for multi-family dwellings. • Adds a built-in reduction for Workforce Housing. <p>Item #37</p> <ul style="list-style-type: none"> • Reduces required parking for self-storage uses, citing low trip generation.
Parking Maximums	<p>Item #C-11</p> <ul style="list-style-type: none"> • Decreases maximum parking spaces by 20% where applicable. 	<p>Item #40</p> <ul style="list-style-type: none"> • Eliminates minimum parking in Centers + Corridors. • Adds maximums for non-residential development in Centers + Corridors.
Overall Approach	<ul style="list-style-type: none"> • Apply a uniform 20% reduction across most uses (with some exemptions) • Simplifies reductions but does not tailor standards to specific use types. • Percentage-based reductions can result in fractional parking requirements that are less intuitive to apply 	<ul style="list-style-type: none"> • Apply use-specific reductions (multi-family, self-storage) and structural changes (removing minimums, adding maximums). • More targeted to land use context and trip generation patterns, with standards calibrated to rounder ratios rather than broad percentage reductions that result in fractional requirements.