

From: [MunicodeEmails](#)
To: [Adam Finestone](#); [Annie Ward](#); [Dare DeLano](#); [Andrew Firestine](#)
Subject: FW: [EXT] Form submission from: Public Comment
Date: Thursday, June 22, 2023 3:53:55 PM

From: Escondido Meetings Portal via Municode Portal
Sent: Thursday, June 22, 2023 3:53:44 PM (UTC-08:00) Pacific Time (US & Canada)
To: MunicodeEmails
Subject: [EXT] Form submission from: Public Comment

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Submitted on Thursday, June 22, 2023 - 3:53pm

Submitted by user: Visitor

Submitted values are:

Board or Commission for Public Comment Planning Commission

Email shradar@gmail.com

Council Meeting Date July 27, 2023

Item # PHG20-0028

Subject EVSP does harm to single-family home owners

Position In Opposition

First and Last Name Jonathan Shradar

Are you an Escondido Resident? Yes

Comments

The EVSP does harm to existing single-family dwelling owners by changing zoning to Urban Housing IV/V. While the plan imagines zoning and improvements perhaps better suited for planned new communities, it does not honor or protect the residents of the city who have invested in this neighborhood. By attempting to increase availability of affordable housing this plan effectively eliminates the city's only affordable single-family homes. Height maximums should be lowered, and density reduced on streets with existing single-family dwellings to ensure responsible improvement to the city's core.



810 Mission Avenue
Oceanside, CA 92054
(760) 966-6500
(760) 967-2001 (fax)
GoNCTD.com

June 23, 2023

Mr. Adam Finestone
City Planner
City of Escondido
201 North Broadway
Escondido, CA 92025
Sent Via Electronic Mail: afinestone@escondido.org

Re: East Valley Specific Plan (PHG20-0028)

Dear Mr. Finestone:

Thank you for the opportunity to review the details on the PHG20-0028: East Valley Specific Plan, based on the notice of the Planning Commission meeting received on June 12, 2023.

Upon review of the notice received by the North County Transit District (NCTD), NCTD has determined that there are multiple BREEZE Routes and bus stops throughout the specific plan area, including BREEZE Routes 351/352, 651/652, 355/357, 371, and 388.

NCTD recommends the coordination of improvements and developments with our Service Planning, Real Estate, and Bus Operations Departments. For mailed notices, please direct them to NCTD Administrative Offices, located at 810 Mission Ave, Oceanside, CA 92054.

Please route any planning notices that could impact bus stops or bus services to planning@nctd.org. Please route any notices that may impact NCTD property or rail Right-of-Way to Ruth Hinman, Real Estate Administrator, via e-mail at rhinman@nctd.org and ROW@nctd.org.

Upon implementation of the plan and construction, NCTD requests that you or your contractor provide a notice, two (2)-weeks prior to starting work, so that way we may send a supervisor to meet with your construction crew to determine how your traffic control methods affect NCTD's stops. A notice should be provided via e-mail to detours@nctd.org.

Transit Oriented Development/Pedestrian:

NCTD highly recommends that the specific plan area of design allows for sufficient Americans with Disabilities Act paths for connecting pedestrians from within your future development to access nearby bus stops, sidewalks, and crosswalks. To make your development pedestrian and bike-friendly, NCTD highly encourages you to provide shading from trees or structures, lighting, bike racks, and seating. Potential improvements in transit access at this site would include pedestrian egress to access the adjacent bus stops and

Re: PHG20-0028: East Valley Specific Plan

June 23, 2023

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better pedestrian lighting along crosswalks at the traffic signal and the sidewalk. This will support the connectivity of the pedestrian network to the transit system.

As described in NCTD's Bus Stop Development Handbook (2018), new developments should be designed to provide clear and direct access to bus stops (existing or new), and should emphasize pedestrian access, activity, and safety. Gated or walled developments should provide openings through walls to minimize the walking distance and provide a more direct route to bus stops. Developments with parking lots should be designed with clear pedestrian walkways. Distinct walkway networks should be provided where bus stops and/or transit centers can be linked with building entrances. Entrances to buildings should face the street with pedestrian access located close to the nearest bus stop.

Below is a sample of Guidelines for design supported by NCTD, as found in our Bus Stop Development Handbook (2018).

Key Transit Supportive Design and Development Guidelines Supported by NCTD

Orient developments towards the street, with parking located to the rear of buildings rather than along the street frontage.

Building design and circulation plans should minimize the need for parking and increase the opportunity for transit and active transportation.

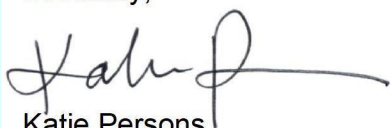
Bus stop and station elements should be incorporated into the design, in addition to other public spaces like walkways, bicycle paths, and street furniture.

Emphasize compatible and compact land uses that enable convenient access to and from bus routes, and that are designed to provide connections to a variety of uses (i.e. residential, employment, educational, and commercial).

Minimize walk distances through developments to bus stops, especially those with walls or gates, so that transit is accessible to most patrons or residents.

Thank you again for allowing NCTD to review and comment on this specific plan. Should you have any questions related to this review, feel free to contact me at (760) 966-6683 or via e-mail at kpersons@nctd.org.

Sincerely,



Katie Persons
Director of Service Planning

cc: Chris Orlando, Chief Planning and Communications Officer, NCTD
Derrick Wojcik-Damers, Interim Chief Operations Officer - Bus, NCTD
Ruth Hinman, Real Estate Administrator, NCTD
Mary Balderrama, Transit Planner, NCTD

From: [MunicodeEmails](#)
To: [Adam Finestone](#); [Annie Ward](#); [Dare DeLano](#); [Andrew Firestine](#)
Subject: FW: [EXT] Form submission from: Public Comment
Date: Sunday, June 18, 2023 6:05:31 PM

From: Escondido Meetings Portal via Municode Portal
Sent: Sunday, June 18, 2023 6:05:20 PM (UTC-08:00) Pacific Time (US & Canada)
To: MunicodeEmails
Subject: [EXT] Form submission from: Public Comment

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Submitted on Sunday, June 18, 2023 - 6:05pm

Submitted by user: Visitor

Submitted values are:

Board or Commission for Public Comment Planning Commission

Email monchis.balderas@gmail.com

Council Meeting Date 6/27/23

Item # PHG20-0028

Subject East Valley Specific Plan

Position In Opposition

First and Last Name Ramon Balderas

Are you an Escondido Resident? Yes

Comments

Here is a list of some common downsides that can arise from housing and community investment in a city:

1. **Gentrification:** Housing and community investment can lead to gentrification, where wealthier residents move into a neighborhood, causing property values and rents to rise. This can displace lower-income residents and change the character of the community, leading to a loss of cultural diversity and community cohesion.
2. **Displacement:** As property values increase, some long-time residents may be forced to leave their homes due to rising rents or property taxes. Displacement can disrupt established social networks, strain community ties, and contribute to increased inequality.
3. **Inequality:** While housing and community investment can improve living conditions for some residents, they may exacerbate socioeconomic disparities. Affluent neighborhoods may receive more attention and funding, leading to a widening gap between wealthy and disadvantaged areas within a city.
4. **Increased cost of living:** As housing and community investments improve neighborhoods, the cost of living can rise. Higher property values, rents, and taxes can put financial strain on existing residents, especially those with fixed incomes or limited resources.

5. Loss of affordable housing: Development and revitalization efforts may lead to a reduction in affordable housing stock. As properties are renovated or redeveloped, affordable units can be lost, making it harder for low-income individuals and families to find suitable housing options.
6. Traffic congestion: Housing and community investment can lead to increased population density, which can strain transportation infrastructure. The influx of new residents and businesses can contribute to traffic congestion, longer commute times, and a greater demand for public transportation.
7. Environmental impact: Urban development and increased population density can have negative environmental consequences. Construction activities, increased energy consumption, and additional waste generation can place a burden on local ecosystems and contribute to pollution.
8. Loss of green spaces: As cities grow and develop, green spaces such as parks and gardens may be diminished or replaced by buildings and infrastructure. This can reduce access to nature, limit recreational opportunities, and impact the overall quality of life for residents.
9. Social tensions: Changes in housing and community dynamics can sometimes lead to social tensions within a city. Conflicts may arise between new and long-time residents, resulting in divisions based on class, race, or cultural differences.
10. Lack of community input: In some cases, housing and community investment projects may be planned and implemented without sufficient community consultation or input. This can lead to a sense of disempowerment among residents and a perception that decisions are being made without considering their needs and preferences.
11. Crime: The addition of the requested 6,164 residential dwelling units will also indirectly lead to further cultivation of crime hot spots within Escondido. Many factors, such as social and economic conditions, systemic issues, and individual circumstances, contribute to crime rates in a city. Tens of thousands of additional variables would be flowing into Escondido and it would be reckless to cast them aside without assuming the possibility of some of those variables being a danger to the city council and to the community within proximity of the planned project.

From: [Joe Awad](#)
To: [Adam Finestone](#); [Catherine A. Ferguson](#); [Joe Awad](#)
Subject: Comments to Planning Commission Plan for East Valley area
Date: Thursday, June 22, 2023 12:43:31 PM

Hi Adam,

I would like to convey my concerns and comments re the planned rezoning of the East Valley area. I am concerned that i would not be able to rebuild and improve my property at 805 East Valley Parkway once this new zoning plans occurs. There should be some exceptions to allow this for existing properties. As you know I spent significant resources, time and money to improve my property (including extensive planning and building permitting processes).

I don't believe that car usage will go away for the foreseeable future and drive thru properties are as busy as ever.

I would ask that reasonable exceptions and accommodations be considered.

Thanks, Joe

Adam Finestone

From: Mark Skovorodko <mark@westpine.co>
Sent: Monday, June 26, 2023 9:53 PM
To: Adam Finestone
Cc: Veronica Morones
Subject: EVSP Parking Reqs & Small Lot Development
Attachments: Parking Mandate Removals, 01-03-2023.pdf

You don't often get email from mark@westpine.co. [Learn why this is important](#)

Hi Adam,

I hope this email finds you well! Thank you for all the work you, Veronica, and the rest of our planning staff do for our city.

You and I haven't had a chance to meet yet, but my wife and I own a home off of 6th Ave in Old Escondido and are really passionate about seeing revitalization happen within our Downtown Specific Plan area and within the specific plan areas adjacent to downtown, including the areas encompassed by the East Valley and South Centre City Specific Plans.

We're very encouraged to see the work your team has done within the scope of the EVSP to address so many issues from housing affordability and built form, to mobility/transportation choice issues and under-utilized properties, especially following the move of Palomar Hospital and many of the medical providers occupying office space within the neighborhoods east of the old hospital site.

That said, I've been reading the draft plan over the course of the past two weeks and am disappointed by the off-street parking requirements in the plan. The requirements set out in Table 5-2 of the EVSP as well as Article 39 make it incredibly hard to make small lot infill development under 1/3 of an acre pencil financially for small-scale local developers.

As a specific example, requiring 2-3 parking spots per every artisan loft or live-work unit means that this typology will never be feasible for the small local developer hoping to build these types of units on the aforementioned small lots. My wife and I and a few local partners of ours would love to build this typology within the Downtown Specific Plan area, but the current requirements mean that each unit will carve out 500-750 sq ft of your parcel once you account for drive aisles/lanes. This is a consequential percentage (each unit carves out 7-10% of a 50x140 lot common to significant portions of the DSP and EVSP) when you multiply that across the number of units you need to build to reach the 6.5% yield-on-cost necessary to secure equity financing from sub-institutional investors. Effectively, this parking mandate requires either undergrounding your parking or doing podium-type construction with parking underneath, which kills project pro formas for the local small developer, and means the only way these lots will be redeveloped is through assemblage from large national developers like Integral who don't have the needs of the community at heart when they develop their projects.

In a time where cities across the US are removing their minimum parking mandates as a way to revitalize their communities and boost tax revenue (I've attached a list of these cities below, and a current map can be found here: <https://parkingreform.org/resources/mandates-map/>), and especially given our fiscal situation/structural debt here in Escondido, we can't afford to not reform our parking standards in our most urbanized specific plan areas in a way that leads to more productive land use and a more vibrant, walkable built environment.

I would ask our planning department to consider recommending to our council to remove parking mandates within the EVSP either entirely, or at the very least removing the parking requirements in the EVSP for any developments

under half an acre in size. If there's any way this message can be passed along to the planning commission, that would be wonderful.

Parting thought: A framework that would be helpful for our staff to consider is evaluating our land use policy using the metric of tax revenue generated per acre – this framework puts concrete numbers to our varying land uses throughout the city and shows numerically how dense infill development drives tax revenue in a massive way compared to parking uses, single family neighborhoods, and low slung office uses common to the EVSP area. The consulting firm Urban3 used this approach in their work – here's an example from Rancho Cucamonga in the LA area: <https://www.urbanthree.com/case-study/rancho-cucamonga/>

Thank you again for all the work both of you do. If there's ever a chance to meet and discuss our urbanized specific plan areas in person, I'd love to continue the conversation about ways we can build a more vibrant, economically resilient city here in Escondido, and how small-scale, fine grained development can be part of the solution.

Warmly,
Mark



Mark Skovorodko
Creative Director
www.westpine.co
(805) 453-6556

Parking Mandate Removals as of January 3, 2023

	city	state	country	report_summary	report_status	report_magnitude	land_uses	date_of_reform	last_updated	population
1	Calumet	MI	US	There are no parking minimums and the Village has parking maximums.	Implemented	Citywide	All Uses		September 23, 2022 at 11:17:16 AM PDT	621
2	Bandera	TX	US	Bandera adopted a place type zoning code which calls for market driven parking supply in residential zones and maximums in the downtown zone. There are no set parking ratios.	Implemented	Citywide	All Uses		June 28, 2022 at 11:06:59 AM PDT	671
3	Stonington	CT	US	The Downtown Pawcatuck Parking Overlay District eliminates the need for off-street parking for existing commercial buildings/uses. This enables change of use. There are also some parking maximums for certain uses townwide and bicycle parking required for certain uses. The Commission may allow shared / reduced parking when appropriate.	Implemented	City Center/Business District	Commercial		May 24, 2022 at 3:03:38 PM PDT	884
4	Mancelona	MI	US	There are no parking requirements in the Village of Mancelona. The Village also has parking maximums in place.	Implemented	Citywide	All Uses		August 17, 2022 at 12:12:17 PM PDT	1708
5	Berrien Springs	MI	US	Berrien Springs has no off street parking requirements in the central business district. There are no set minimums along the M-139 Corridor for non-residential uses, but developers must demonstrate adequate parking supply.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 1:36:16 PM PDT	1727
6	Lunenburg	NS	CA	In September, 2021, the Town of Lunenburg's new Municipal Planning Strategy, Land Use Bylaw and Subdivision Bylaw went into effect. The new documents remove all minimum parking requirements.	Implemented	Citywide	All Uses	Sep 22, 2021	June 27, 2022 at 1:35:16 PM PDT	2263
7	Bath Charter Township	MI	US	The Planning Commission may reduce the amount of off-street parking as they deem necessary. They may also require bicycle parking.	Implemented	Main Street/Special	All Uses		May 5, 2022 at 12:28:50 PM PDT	2319
8	Ketchum	ID	US	In the community core and tourist zone, residential units under 750 square feet are exempt from providing any parking. Community housing, restaurants and food service, the first 5,500 sf of retail use, the first 5,500 square feet of assembly use (theaters, conference centers etc.), are exempt from providing any parking in the community core and tourist zone.	Implemented	City Center/Business District	Low Density (SF) Residential, Commercial		June 28, 2022 at 11:23:46 AM PDT	2855
9	Provincetown	MA	US	In the Town Center Commercial (TCC) non-residential uses are exempt from parking requirements.	Implemented	City Center/Business District	Commercial		May 24, 2022 at 3:11:33 PM PDT	2994
10	Galena	IL	US	There are no parking requirements in the Downtown Core zone.	Implemented	City Center/Business District	All Uses		August 17, 2022 at 12:12:26 PM PDT	3168
11	Flemington	NJ	US	Parking minimums are eliminated in the Downtown Business (DB) zoning districts, primarily on Main Street and some adjacent side streets.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 12:43:34 PM PDT	4601
12	Colville	WA	US	Colville, Washington is a small town of less than 5,000 people. Parking minimums are not required in the downtown area as street parking is provided via a fund developers pay into.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:28:24 PM PDT	4832
13	Travelers Rest	SC	US	Parking maximums shall not exceed 125% of the minimum parking requirement stated in the zoning code for all land uses.	Implemented	Citywide	All Uses		October 26, 2022 at 7:23:09 AM PDT	5346
14	Saranac Lake	NY	US	There are no minimum parking requirements anywhere in the Village, including business districts. There are design standards for parking areas that are proposed for all new non-single family dwelling developments.	Implemented	Citywide	All Uses		June 27, 2022 at 11:30:42 AM PDT	5700
15	Hudson	NY	US	No required off-street parking spaces, voted on by City's Common Council in 2019.	Implemented	Citywide	All Uses	Feb 1, 2019	April 26, 2022 at 2:25:23 PM PDT	6072
16	Belfast	ME	US	There are no off-street parking requirements for existing or proposed uses in the areas identified on the map entitled "Areas Exempt from On-site Parking". Reductions are eligible if using on-street parking, public parking, or shared parking strategies.	Implemented	Main Street/Special	All Uses		June 21, 2022 at 11:50:43 AM PDT	6679
17	Keyport	NJ	US	There are no parking minimums for the general commercial (GC) district (Downtown Keyport). The GC district is approximately 76 acres and accounts for approximately 8% of the Borough.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 1:45:26 PM PDT	6977
18	Madras	OR	US	Madras no longer has parking minimums in the Downtown Core Zoning District. They also have parking maximums of no more than 20% above minimum parking requirements.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 12:08:56 PM PDT	7051
19	River Rouge	MI	US	River Rouge has no minimum parking requirements and has parking maximums in place.	Implemented	Citywide	All Uses		August 17, 2022 at 12:12:21 PM PDT	7465
20	Decorah	IA	US	Off-street parking is not required in the C-3 Central Commercial Business District.	Implemented	City Center/Business District	All Uses		April 18, 2022 at 2:03:11 PM PDT	7576

Attachment "5"

21	Brevard	NC	US	Brevard's Downtown Mixed-Use zoning district and Neighborhood Mixed-Use in the Railroad Avenue/Lumberyard area are exempt from non-residential minimum parking requirements. Parking maximums apply to any parking that exceeds 10% of the minimum.	Implemented	City Center/Business District	Commercial, Industrial		June 24, 2022 at 12:18:14 PM PDT	7824
22	Wickenburg	AZ	US	The Town of Wickenburg eliminated parking requirements in the downtown zoning district and decreased all other commercial parking regulations by 25% in January 2021.	Implemented	City Center/Business District	All Uses		April 26, 2022 at 1:06:11 PM PDT	8092
23	Vinton	VA	US	No parking minimums in CBD except for hotels, motels, tourist homes, and bed and breakfast establishments.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 10:25:12 AM PDT	8104
24	Bath	ME	US	There are no minimum parking requirements in the C1 Downtown District.	Implemented	City Center/Business District	Commercial		June 21, 2022 at 11:44:47 AM PDT	8338
25	Seabrook	NH	US	Seabrook, NH has no minimum parking requirements and has parking maximums in commercial and industrial districts. Planning Board has have discretion of uses not specifically specified in the code.	Implemented	Citywide	All Uses		May 11, 2022 at 2:51:49 PM PDT	8869
26	Sandpoint	ID	US	Parking requirements are eliminated in the downtown core. Parking minimums are reduced by 20% for developments with affordable housing.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:15:22 PM PDT	8931
27	Penetanguishene	ON	CA	In the Urban Core Zone, no parking is required for retail/office/or light manufacturing.	Implemented	City Center/Business District	Commercial, Other, Industrial		May 17, 2022 at 11:06:27 AM PDT	8962
28	Medina	OH	US	Uses within the Downtown Parking District Number 1 are exempt from minimum parking requirements. Minimum off-street parking space requirement shall not be exceeded by more than twenty percent (20%) unless good cause can be shown by the applicant and approved by the Planning Commission. Single Family Dwellings and Two Family Dwellings are exempt from this provision. Shared or joint use of up to fifty percent (50%) of required parking spaces may be permitted for two (2) or more uses if justified to the Planning Director	Implemented	City Center/Business District	Commercial, High Density Residential		June 27, 2022 at 12:34:33 PM PDT	9002
29	Ridgefield	WA	US	No off-street parking requirements in central mixed use district or the downtown transition area for non-residential establishments on lots less than 15,000 square feet.	Implemented	City Center/Business District, Main Street/Special	Commercial		May 11, 2022 at 2:29:27 PM PDT	9153
30	Bastrop	TX	US	Bastrop Building Block (B3) Code eliminated minimum parking requirements citywide.	Implemented	Citywide	All Uses	Nov 12, 2019	May 11, 2022 at 2:51:53 PM PDT	9242
31	Ecorse	MI	US	Eliminated parking minimums and established maximums in November 2021. (Auto repair shops require two spaces per repair bay, which is also the maximum for this use).	Implemented	Citywide	All Uses	Nov 4, 2021	June 27, 2022 at 1:43:24 PM PDT	9512
32	Howell	MI	US	Howell has no required parking for uses in the Central Business District. New residential construction is exempt.	Implemented	City Center/Business District	Commercial		August 17, 2022 at 12:12:14 PM PDT	9610
33	Canandaigua	NY	US	There are no provisions that establish a minimum number of off-street parking spaces for development. However, certain development proposals are required to complete a parking demand analysis, which will assist in determining off-street parking spaces required.	Implemented	Citywide	All Uses	Nov 16, 2020	April 18, 2022 at 2:08:13 PM PDT	10156
34	Fountain Inn	SC	US	There are parking maximums for certain land uses (apartment, industrial manufacturing, medical/dental, retail/commercial/office, auditorium, automobile repair facility, automobile service station)	Implemented	Citywide	Residential, Other, Industrial, Medical, Commercial, Multi-Family Residential		June 21, 2022 at 11:12:33 AM PDT	10441
35	Atchison	KS	US	City allows for on-street spaces to count towards minimums in residential zones and allows for shared off-site parking reductions in other zones.	Implemented	Main Street/Special	Residential		May 24, 2022 at 3:07:29 PM PDT	10476
36	Van Wert	OH	US	The city of Van Wert has eliminated parking minimums for all uses in the downtown historic district, an approximately 20-block area.	Passed	City Center/Business District	All Uses		June 27, 2022 at 12:24:02 PM PDT	11045
37	Branson	MO	US	Branson parking minimums were flipped to parking maximums.	Implemented	Citywide	All Uses	Apr 10, 2018	June 24, 2022 at 12:30:46 PM PDT	11630
38	Healdsburg	CA	US	Downtown Healdsburg has no parking requirements for non-residential uses for developments less than 15,000 square feet.	Implemented	City Center/Business District	Commercial		May 17, 2022 at 11:03:06 AM PDT	11845
39	Emeryville	CA	US	There are no minimum number of parking spaces required for any use, with the exception of accessible space provisions. The maximum number of parking spaces allowed shall be ten percent (10%) more than the estimated parking demand, specified in Table 9-4.404. All off-street parking spaces shall be leased or sold separately from the rental or purchase fees giving potential renters or buyers the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space(s).	Implemented	Citywide	All Uses	Jul 19, 2019	June 27, 2022 at 12:22:09 PM PDT	12000

Attachment "5"

40	Brattleboro	VT	US	Brattleboro has no off-street parking requirements in the city center district.	Implemented	City Center/Business District	All Uses		June 24, 2022 at 12:32:35 PM PDT	12184
41	Fernandina Beach	FL	US	The Central Business District (C-3), lots containing industrial waterfront (I-W) or waterfront mixed use (W-1) are exempt from parking minimums.	Implemented	City Center/Business District, Main Street/Special	All Uses		May 17, 2022 at 11:51:36 AM PDT	13169
42	Shorewood	WI	US	Shorewood, WI reduced parking minimums on new construction to 1:1 - Smart Code standard.	Implemented	Citywide	All Uses		June 24, 2022 at 12:37:40 PM PDT	13290
43	Brainerd	MN	US	Brainerd has no off street parking requirements for the following zones: B-4 (General Business) District, B-5 (Commercial Amusement) District, B-6 (Washington Street Commercial) District, I-1 (Light Industry) District, I-2 (General Industry) District. Also, there are exemptions for further reduced parking 515-22-9: Parking Deferment.	Implemented	City Center/Business District, Main Street/Special	All Uses		May 24, 2022 at 1:32:06 PM PDT	13434
44	Fruita	CO	US	The city has taken steps to eliminate parking minimums for reconstruction of existing buildings and reduce requirements for new construction in the DMU zone (downtown mixed-use zone). ADUs in that zone require no parking. Elsewhere, parking requirements remain fairly high.	Implemented	City Center/Business District	Commercial, Low Density (SF) Residential		June 28, 2022 at 11:23:01 AM PDT	13478
45	High River	AB	CA	There are no set parking minimums in High River, each development shall consider the appropriate number of stalls to support the use.	Implemented	Citywide	All Uses	Jan 1, 2015	June 14, 2022 at 10:30:51 AM PDT	13584
46	Alexandria	MN	US	Parking mandates may be waived for existing buildings in the Central Business District.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 9:55:36 AM PDT	13822
47	North Mankato	MN	US	Commercial properties having frontage on the 200 block of Belgrade Avenue are exempt from off-street parking and loading requirements.	Implemented	Main Street/Special	Commercial		June 14, 2022 at 10:21:21 AM PDT	13948
48	Cayce	SC	US	The Cayce Arts Design Overlay District has "No minimums; but Planning Director must approve parking plan to ensure it meets the demands of the proposed business"	Implemented	Main Street/Special	Commercial, Industrial		April 18, 2022 at 1:22:33 PM PDT	14009
49	Ferndale	WA	US	The City of Ferndale has minimum parking requirements citywide, with the exception of Accessory Dwelling Units (ADUs). There are also maximum parking requirements for certain uses as stated in section 18.76.070. Off-street parking credits are offered to reduce requirements by 25% for certain land uses with specific circumstances	Implemented	Citywide	Commercial, Residential		June 28, 2022 at 11:17:17 AM PDT	14043
50	Metuchen	NJ	US	In the Central Business District (B-1), Office Business District (B-3), and Downtown Development District (D-1) minimum parking requirements are reduced by 50% for all land uses. Minimum parking requirements shall be considered maximum parking standards. A payment in lieu of parking (PILOP) may be applied to applicant who have insufficient on-site parking.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 10:21:24 AM PDT	14543
51	Mountain Home	ID	US	No off-street parking is required for any uses in the Downtown Overlay zone of Mountain Home, ID.	Implemented	City Center/Business District	Commercial		May 5, 2022 at 12:43:23 PM PDT	14562
52	Graham	NC	US	In downtown B-1 (CBD) zoned areas, there are no minimum parking requirements for all land uses. For nonresidential land uses, there are parking maximum requirements citywide.	Implemented	City Center/Business District, Citywide	Commercial		June 14, 2022 at 11:16:32 AM PDT	15646
53	Traverse City	MI	US	Traverse City does not require parking for residential uses citywide. No car parking for any uses is required in the C-4 (Regional Center) District and the Grand Traverse Commons District. Properties located within 500 feet from the public transit center or parking decks have no parking minimums. This City also requires bicycle parking.	Implemented	City Center/Business District	All Uses		May 5, 2022 at 12:42:28 PM PDT	15738
54	Uvalde	TX	US	No parking requirements in the Central Business District. Parking reduction of 30% is possible for tree preservation.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 10:00:57 AM PDT	16001
55	Stuart	FL	US	There are no parking requirements in the Old Downtown District. Certain properties adjacent to the Old Downtown District are exempt from parking requirements if a specified number of spaces is maintained. On-street parking may be used to offset the required number of parking spaces. Historic buildings may receive a 50% reduction to the minimum parking requirement. There is a payment in lieu of parking options for up to three parking spaces required for any use in the Stuart Community Redevelopment Area.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 11:40:17 AM PDT	16160
56	Albemarle	NC	US	Albemarle has no fixed parking ratios for nearly all uses other than: ADUs (one space required), selected home-based occupations (lawyers, physicians, dentists, and chiropractors), church tent uses, auction houses, and some light industrial uses.	Implemented	Citywide	All Uses		April 26, 2022 at 1:48:06 PM PDT	16246

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57	Yorkton	SK	CA	Yorkton exempts parking requirements for small developments in the city center. There is also an in-lieu option to further reduce requirements.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 2:39:31 PM PDT	16343
58	Phoenixville	PA	US	Phoenixville PA had the zoning ordinance rewritten to remove parking requirements for specific blocks of the downtown, and all other parking is required to be based on a parking demand analysis, not specific standards.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:26:18 PM PDT	16968
59	Anacortes	WA	US	Anacortes reduced parking minimums for most uses and implemented discretionary review for other uses. New projects in downtown have an additional reduction of 50%	Implemented	Citywide	All Uses		June 27, 2022 at 1:01:46 PM PDT	18089
60	Camrose	AB	CA	In 2018, Camrose eliminated any minimum parking requirements on 3 blocks of Main Street (50th Street). Camrose reduced parking requirements for many uses in 2016 by up to 35%.	Implemented	Main Street/Special	All Uses		May 11, 2022 at 3:13:51 PM PDT	18742
61	Mamaroneck	NY	US		Unverified				November 14, 2021 at 10:29:00 AM PST	19131
62	South Burlington	VT	US	South Burlington has no minimum vehicle parking requirements city-wide, except in the case of requirements for multi-family residential use (0.75-1.5 spaces per dwelling unit depending on number of bedrooms).	Implemented	Citywide	Commercial, Low Density (SF) Residential		June 28, 2022 at 11:22:03 AM PDT	19509
63	Yellowknife	NT	CA	Yellowknife, NT has eliminated parking minimums in the Downtown and Old Town areas. Parking reductions have been made in other zones.	Implemented	City Center/Business District	Commercial, Residential		June 30, 2022 at 11:57:53 AM PDT	19569
64	Norwood	OH	US	There are no parking requirements, citywide for retail and office uses or single family homes. Parking requirements for other uses are relatively low.	Implemented	Citywide	Commercial, Low Density (SF) Residential		June 24, 2022 at 12:02:59 PM PDT	19883
65	South St. Paul	MN	US	Permitted uses in all commercial and mixed-use zoning districts are exempt from minimum parking requirements if they are going into a new construction commercial space that is up to 7,500 in size or an existing commercial space that is up to 15,000 square feet in size. For larger permitted uses, industrial uses, uses that require a conditional use permit, and institutional uses that are located in residential zoning districts, the property owner can submit a parking and circulation plan to the Planning Commission and City Council for review. The City Council can waive some or all of the use's "default" parking requirement if the property owner can demonstrate that they can partially or fully serve their building's transportation needs with nearby on-street parking, shared parking, bicycle parking, transit, pedestrian connectivity, etc.	Implemented	Citywide	Commercial		June 27, 2022 at 1:23:02 PM PDT	20194
66	Punta Gorda	FL	US	Within the City Center Zoning District, the city has established a Parking Exemption area. In this area, buildings with a footprint below 10,000 square feet are not required to provide parking for uses on site.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 11:53:52 AM PDT	20369
67	West Saint Paul	MN	US	Commercial mandates in the SMITH/DODD OVERLAY DISTRICT are waived.	Implemented	City Center/Business District	Commercial	Jan 13, 2020	October 28, 2022 at 11:47:58 AM PDT	20822
68	Milwaukie	OR	US	There is a proposal to eliminate parking requirements for Middle Housing (i.e. duplexes, triplexes, quadplexes) and not require on-site parking for Accessory Dwelling Units citywide.	Proposed	Citywide	Residential, Multi-Family Residential		June 27, 2022 at 12:50:55 PM PDT	20990
69	Marquette	MI	US	Parking space requirements for principal uses in the CBD apply only to residential uses, and all other principal uses in the CBD are exempt from parking space requirements.	Implemented	City Center/Business District	Commercial		June 14, 2022 at 10:16:52 AM PDT	20995
70	Ashland	OR	US	Ashland, Oregon does not require parking in the Commercial Downtown Zone. The North Mountain Plan District is also except, other than residential uses (1 spot minimum).	Implemented	City Center/Business District	Commercial		May 4, 2022 at 5:56:02 PM PDT	21281
71	Klamath Falls	OR	US	Developers are permitted to not provide parking for all land uses in the Downtown Business Zone if they pay into the parking district fund. The cost is \$500 for each 1,000 square feet of gross floor area or \$100 per space that would otherwise be required if expanding a use. The Downtown Business Zone is approximately 110 acres of land and are primarily commercial and public facilities.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 12:32:46 PM PDT	21335
72	Hamtramck	MI	US	There are no parking requirements in the CBD for any use in Hamtramck, MI.	Implemented	City Center/Business District	All Uses		August 17, 2022 at 12:12:23 PM PDT	21704
73	Auburn	ME	US	Parking requirements have been removed for all uses except for residential uses under Formed Based Code.	Passed	Citywide	Commercial		June 14, 2022 at 11:09:34 AM PDT	23414
74	Watertown	WI	US	The City of Watertown has no parking requirements for the Central Business (CB) Zoning District.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 1:50:52 PM PDT	23479
75	Freeport	IL	US	The downtown district is exempt from parking requirements for all uses.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 2:43:02 PM PDT	23930
76	Athens	OH	US	There are no parking requirements for principal permitted business uses in the B-1 downtown business zone. This does not include residential uses.	Planned	City Center/Business District	Commercial		June 21, 2022 at 11:44:11 AM PDT	24536

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77	Sandusky	OH	US	There are no off-street parking requirements for all land uses in the Central Business District (CDB).	Implemented	City Center/Business District	All Uses		June 21, 2022 at 10:59:19 AM PDT	24564
78	Marysville	OH	US	In the Historic Uptown Commercial core district, minimum parking requirements have been eliminated for nonresidential land uses.	Implemented	City Center/Business District	Commercial, Other		May 11, 2022 at 3:02:05 PM PDT	24667
79	Zanesville	OH	US	Zanesville eliminated parking requirements in the central business district.	Implemented	City Center/Business District	All Uses		May 11, 2022 at 2:13:04 PM PDT	25158
80	Decatur	GA	US	No additional parking shall be required for a change in use, as allowed within the zoning district, for an existing building or the use of previously unused space within an existing building within the DDPD.	Unverified	City Center/Business District	All Uses		October 30, 2021 at 12:28:37 PM PDT	25696
81	Stevens Point	WI	US	No parking minimums in the Central Business District. Parking reductions based on transit availability, provision of structured parking, car-sharing, and tree preservation. Parking cannot exceed 150% of required parking (unless its on a pervious surface or underground).	Implemented	City Center/Business District	All Uses		May 17, 2022 at 9:58:27 AM PDT	25880
82	Mount Pleasant	MI	US	As of 2018, there have been no minimum vehicle parking requirements citywide for all uses		Citywide			January 17, 2022 at 5:56:17 AM PST	26000
83	Wooster	OH	US	Properties in the C-4 District are exempt from off-street parking requirments.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 12:45:18 PM PDT	26557
84	Winona	MN	US	Parking minimums in Winona's Mixed Use-Downtown Core and Mixed Use-Downtown Fringe are 0 for commercial, retail, and office uses and residential developments up to six units. Bicycle parking may substitute for up to four automobile spaces for all residential uses.	Implemented	City Center/Business District	All Uses		May 11, 2022 at 2:11:35 PM PDT	26594
85	Thomasville	GA	US	Minimum parking requirements "shall not be exceeded" for specified TND conditional commercial land uses. "If demonstrated to the satisfaction of the planning department" on-street parking within 600 ft of any building and shared spaces may be counted toward the minimum requirement.	Implemented	City Center/Business District	Commercial		June 14, 2022 at 11:20:03 AM PDT	26649
86	Mason City	IA	US	Retail and office developments have maximum parking entitlements and no minimum parking requirements.	Implemented	Citywide	Commercial		May 17, 2022 at 10:50:17 AM PDT	26931
87	Frankfort	KY	US	There are slight reductions available for parking requirements for bike parking and permeable surfaces.	Implemented	Citywide	All Uses		May 24, 2022 at 2:42:05 PM PDT	27755
88	Yukon	OK	US	Yukon implemented a form based code eliminating parking requirements in the Urban Gateway Overlay Supplemental District and then repealed it two years later.	Repealed	Main Street/Special	All Uses		June 14, 2022 at 10:24:57 AM PDT	29000
89	Port Chester	NY	US	There are no off-street parking requirements in the Central Business District (C2 Main Street Business District), with the exception of certain land uses (cabarets, catering/events, and theaters).	Implemented	City Center/Business District	All Uses		June 21, 2022 at 10:48:12 AM PDT	29163
90	Norwood	MA	US	In the Central Business District parking mandates are 50% of elsewhere and if a project would require less than 20 parking spaces, the requirement is waived. In General Business, and Limited Business districts, projects which would require less than 5 spaces are considered waived. On street frontage counts toward requirements.	Implemented	City Center/Business District	Commercial		May 24, 2022 at 2:54:01 PM PDT	29195
91	Fitchburg	WI	US	Fitchburg has created a number of SmartCode districts in which there are no set parking mandates.	Implemented	City Center/Business District	All Uses		June 30, 2022 at 12:07:59 PM PDT	30792
92	Ithaca	NY	US	Ithaca New York does not require any parking for the Central Business District downtown, the West End, Cherry Street District, Newman District, Market District or Mixed Use Districts.	Implemented	City Center/Business District, Transit Oriented, Main Street/Special	Commercial, Residential		May 17, 2022 at 12:06:09 PM PDT	30837
93	Bowling Green	OH	US	Bowling Green, Ohio does not require parking in the Central Business District.	Implemented	City Center/Business District	All Uses		May 4, 2022 at 5:43:46 PM PDT	31504
94	Dover	NH	US	There are no statutory parking requirements in Dover, NH. There are parking maximums for all uses and required off-site parking is determined on a per-case basis as part of the application process.	Implemented	Citywide	All Uses		May 17, 2022 at 10:49:24 AM PDT	32191
95	Lower Macungie Township	PA	US		Unverified				May 17, 2022 at 12:17:31 PM PDT	32626
96	Salisbury	MD	US	Required off-street parking spaces were reduced and required bike parking were passed in 2018.	Implemented	Citywide	All Uses		April 18, 2022 at 2:14:02 PM PDT	32935
97	Weatherford	TX	US	Weatherford eliminated minimum parking requirements in the Central Business District in 2010. In 2020, Weatherford reduced minimum parking requirements for the majority of non-residential uses and eliminated minimum parking requirements for non-residential uses in a new downtown-adjacent, mixed-use CN Central Neighborhood district.	Implemented	City Center/Business District	All Uses		April 26, 2022 at 12:52:25 PM PDT	33547

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98	Penticton	BC	CA	No minimum parking or loading is required in commercial zones C5 and C6. City wide parking minimums can be reduced by 1 space, per 5 bicycle parking, and 1 space for a fee of \$13,000.	Implemented	City Center/Business District	Commercial		May 11, 2022 at 3:19:06 PM PDT	33761
99	Leduc	AB	CA	There are no parking requirements within the industrial land uses. The City of Leduc reduced minimum parking requirements for nonresidential uses in the downtown as part of the Land Use Bylaw. Two-thirds of the normal parking minimum is required. In two overlays of the downtown, parking minimums may be waived altogether for non-residential uses	Implemented	Main Street/Special	Industrial		September 15, 2022 at 2:44:26 PM PDT	34094
100	Panama City	FL	US	Panama City removed all parking minimum requirements on lots less than 10,000 sq. ft., buildings built before 1945, and all new construction less than 5 stories.	Implemented	City Center/Business District	Commercial, Other		May 17, 2022 at 11:10:48 AM PDT	34667
101	Natick	MA	US	In the Downtown Mixed-Use District in Fall 2020, parking minimums were eliminated for ground floor commercial uses and allow for reduced residential parking subject to special permit approval. A partial fee-in-lieu option exists via special permit.	Implemented	City Center/Business District	All Uses		April 18, 2022 at 2:09:49 PM PDT	36229
102	Norwich	CT	US	Chelsea Central District does not have parking minimums and all retail/shopping centers have parking maximums.	Implemented	City Center/Business District	Commercial		May 17, 2022 at 11:30:38 AM PDT	38768
103	Hot Springs	AR	US	No minimum off street parking required in the business district/Downtown.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 10:57:52 AM PDT	38797
104	Annapolis	MD	US	There is a proposal from two city councilors to eliminate on-site parking requirements for all food establishments in all zones (restaurants, bars, deli's, clubs with food service, etc.) in the City of Annapolis. Annapolis previously reduced requirements for restaurants in West Annapolis.	Proposed	Citywide	Other		May 24, 2022 at 3:12:50 PM PDT	39223
105	Culver City	CA	US	Culver City officially adopted a zoning code amendment that abolishes all parking requirements city-wide, becoming the first in LA County to do so. Parking maximums are also being explored.	Passed	Citywide	All Uses	Oct 24, 2022	October 28, 2022 at 10:56:38 AM PDT	39970
106	Danville	VA	US	No minimum off-street parking requirements for developments in the C-E Casino Entertainment District.	Implemented	City Center/Business District	All Uses		May 12, 2022 at 9:35:27 AM PDT	40668
107	Florence	AL	US	No parking is required in the Central Business District or the East Florence Historic District.	Implemented	City Center/Business District, Main Street/Special	All Uses		May 24, 2022 at 2:57:24 PM PDT	40797
108	Hickory	NC	US	No minimum parking requirements in Central Business District zoning district.	Implemented	City Center/Business District	All Uses		May 11, 2022 at 2:14:48 PM PDT	41171
109	Woonsocket	RI	US	Woonsocket, RI does not require parking for non-residential uses in the Urban Commercial and Mixed Use districts.	Implemented	City Center/Business District	Commercial		May 17, 2022 at 11:59:53 AM PDT	41751
110	Burlington	VT	US	Burlington Vermont has reduced parking minimums for all parts of the downtown district and shared used districts. Parking maximums can also not be over 125% of parking minimums in these districts.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 11:57:34 AM PDT	42819
111	Trelleborg	Scania	SE	Trelleborg eliminated parking requirements for new residential development in the city center.	Implemented	City Center/Business District	Residential		June 30, 2022 at 11:58:29 AM PDT	43359
112	York	PA	US	There are no parking requirements in the Central Business District.	Implemented	City Center/Business District	All Uses		June 24, 2022 at 12:39:33 PM PDT	43932
113	Winter Haven	FL	US	In 2000, Winter Haven adopted a new Downtown Commercial zoning district that exempted all land uses within it from parking requirements.	Implemented	City Center/Business District	Commercial	Jan 1, 2000	April 18, 2022 at 1:11:03 PM PDT	44955
114	Huntington	WV	US	Off-street parking in the C-1 district has been reduced by 50% for nonresidential uses. Nonresidential uses within 660ft. of a public parking lot will be exempt from off-street parking requirements.	Implemented	City Center/Business District	Commercial		June 15, 2022 at 1:15:55 PM PDT	45110
115	Charlottesville	VA	US	Charlottesville has eliminated parking minimums in the city center and a special university district. There is a zoning overlay that also eliminates mandates for smaller developments and reduces mandates for larger developments.	Implemented	City Center/Business District	All Uses		June 24, 2022 at 12:41:00 PM PDT	47096
116	Roswell	NM	US	There are no minimum parking requirements in Roswell's C-3 (downtown) district.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 11:39:11 AM PDT	47551
117	Harrisburg	PA	US	Off-street parking requirements do not apply to all land uses within the Downtown Center and Commercial Neighborhood Zoning Districts.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 11:00:19 AM PDT	49271
118	Dunwoody	GA	US	Dunwoody has no minimum parking requirements. The city converted parking minimums into parking maximums in 2019.	Implemented	Citywide	All Uses	Jan 1, 2019	June 24, 2022 at 12:13:46 PM PDT	49356

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115	Wilson	NC	US	There are no minimum parking requirements for land uses in the R/A, OS, IMX and CCMX Districts. There are no minimum parking requirements for industrial, religious institutions, and some commercial land uses ('amusements [indoor & outdoor]'). Parking maximums are set as twice the minimum requirement. Exemptions to parking maximums can be applied to single/two family dwellings and if the parking areas exceeding the maximum requirements are installed using Low Impact Development (LID) treatment OR the minimum number of trees is 1 tree per 10 spaces.	Implemented	City Center/Business District	All Uses		June 14, 2022 at 11:27:03 AM PDT	49459
120	Bozeman	MT	US	Bozeman eliminated minimum parking requirements in the Midtown Urban Renewal District.	Implemented	City Center/Business District	All Uses		May 11, 2022 at 3:01:10 PM PDT	49831
121	Twin Falls	ID	US	In the Downtown P1 District, no parking is mandated. In the P2 district, parking mandates are Reduced by 30% for non-residential uses.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 3:05:49 PM PDT	50197
122	Joplin	MO	US	No minimum parking requirements in Central Business District.	Proposed	City Center/Business District	All Uses		May 24, 2022 at 2:55:55 PM PDT	50925
123	Grand Island	NE	US	No car parking is required in the Downtown Business District and the Four Street Business District.	Implemented	City Center/Business District	Commercial		June 28, 2022 at 11:23:22 AM PDT	51267
124	La Crosse	WI	US	On March 10, 2022 LaCrosse eliminated parking mandates for non-residential uses in Local Business, Commercial, and Community Business zones. Previously LaCrosse had no parking requirements only in Industrial zones.	Implemented	City Center/Business District	Commercial, Industrial	Mar 10, 2022	June 27, 2022 at 1:38:02 PM PDT	51666
125	Olympia	WA	US	Olympia enacted specific zone district requirements, eliminating residential parking minimums as well as minimums for all existing commercial buildings, and new commercial construction or expansion totaling under 3,000 square feet within the Downtown Exempt Parking Area.	Implemented	City Center/Business District	Residential, Commercial		May 11, 2022 at 2:54:31 PM PDT	52882
126	Mount Prospect	IL	US	Mount Prospect lowered the parking requirement in the B-5 central commercial district and the B-5c central commercial core district.	Implemented	City Center/Business District	All Uses		June 30, 2022 at 11:59:29 AM PDT	54165
127	Colton	CA	US	Colton California has reduced parking minimums for commercial and residential in the downtown and mixed used neighborhoods but has not completely eliminated minimum parking in any area.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 1:24:13 PM PDT	54824
128	Manhattan	KS	US	There are no minimum parking requirements in the Downtown District (C-4 District), limited requirements for business and apartment uses in the Aggieville District (C-3 District), and reduced parking requirements in the M-FRO District.	Implemented	City Center/Business District, Main Street/Special	All Uses		April 26, 2022 at 2:11:23 PM PDT	55290
129	Tigard	OR	US	No parking minimums in the Tigard Triangle, a 550-acre mixed-use zone slated for light rail service. Reduced or eliminated parking minimums for residential uses in all but the highest-density zone through transit-proximate reductions and on-street parking credits. No parking minimums in the Downtown Plan District Main Street Subarea. No parking minimums for regulated affordable housing in the Downtown Plan District.	Implemented	City Center/Business District	All Uses		May 5, 2022 at 2:08:16 PM PDT	55514
130	Pocatello	ID	US	Parking requirements for all permitted uses are waived in the Central Commercial Zoning District and Warehouse Historic District.	Implemented	City Center/Business District	All Uses		June 24, 2022 at 12:29:10 PM PDT	55525
131	Corvallis	OR	US	The City of Corvallis, Oregon has recently adopted a Legislative Zone Change that, in combination with an earlier modification to the Land Development Code ("LDC"), eliminates off-street parking mandates throughout downtown and reduces mandates for most of the City's other commercial areas. The City has also eliminated off-street mandates for all mixed-use buildings meeting certain criteria, regardless of zone.	Implemented	City Center/Business District	All Uses		October 28, 2022 at 11:35:46 AM PDT	58028
132	Des Plaines	IL	US	Residential uses within 2,500 ft of an operational or proposed passenger rail station, or an operational bus rapid transit station in the C-3 Mixed-Use PUD zone may reduce parking requirements	Implemented	City Center/Business District, Transit Oriented	Residential		June 30, 2022 at 11:59:49 AM PDT	58316
133	Lancaster	PA	US	Lancaster PA has no minimum requirements for parking in the Central Business District and the surrounding Central Business 1 District, about a 0.25 square miles (~6%) of the historic 4 square miles of the city.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:20:46 PM PDT	59265
134	West Allis	WI	US	West Allis, WI has no minimum requirements and citywide parking maximums.	Implemented	Citywide	All Uses		June 30, 2022 at 2:05:17 PM PDT	59861
135	Petaluma	CA	US	Buildings in a municipal parking assessment district are exempt from parking requirements. City also has SmartCode which recommends elimination of requirements on a case by case basis if the developer waives the right to protest the formation of a parking district.	Implemented	Main Street/Special	All Uses		May 24, 2022 at 2:46:10 PM PDT	60520

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136	Council Bluffs	IA	US	No off-street parking is required for any use in the city's C-4 commercial district, except for residential portions of a mixed commercial-residential structure. The C-4 district covers the northern part of the city's central business district/downtown and the One Hundred Block of West Broadway historic district, as well as a small area near the Missouri River.	Implemented	City Center/Business District	Commercial		June 27, 2022 at 1:29:19 PM PDT	62265
137	Chapel Hill	NC	US	Chapel Hill has no parking mandates in the Town Center if the developer pays into the parking fund and/or presents an approved TDM Plan.	Implemented	City Center/Business District	All Uses		June 14, 2022 at 11:07:45 AM PDT	64051
138	Cheyenne	WY	US	Cheyenne implemented the UDC in 2012 which eliminated parking minimums for all uses in the CBD zone district (downtown). Cheyenne established the Urban Use Overlay (UU) as an overlay zone district which eliminated parking minimums for all uses in that zone district in March 2022. This set up a rezoning action where an entire district was rezoned from mostly LI (Light Industrial) to MUB (Mixed-use Business Emphasis) with UU overlay. The zone change was implemented in June 2022. The area covered is roughly 250 Acres.	Implemented	City Center/Business District	All Uses	Jan 1, 2012	October 28, 2022 at 11:21:59 AM PDT	65051
139	Schenectady	NY	US	Schenectady's zoning code does not have a minimum parking requirement for commercial properties in the downtown area. Parking maximums in this area should not exceed 110%-120% of the minimum requirements outside the downtown area. Shared parking is accepted if an applicant demonstrates that adjacent land uses have different hours of operation.	Implemented	City Center/Business District	Commercial		June 27, 2022 at 12:29:51 PM PDT	65334
140	West Des Moines	IA	US	Valley Junction Historic Business District (VJHB) is exempted from providing off street parking. All uses are exempt from providing off street parking.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 1:00:47 PM PDT	65606
141	Conway	AR	US	There are no parking mandates in the Central Business District. The City has simplified its parking requirements and has maximums in place for all land uses.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 10:56:25 AM PDT	66127
142	Gaithersburg	MD	US	Gaithersburg has a moratorium on parking mandates in the Olde Towne District (downtown) until 2025. The moratorium applies to redevelopment of existing buildings or changes in land use.	Implemented	City Center/Business District	All Uses		June 24, 2022 at 12:28:06 PM PDT	67742
143	Jackson	TN	US	In October 2021 Jackson eliminated all set parking mandates in the city, projects propose on-site parking individually as part of the application process.	Implemented	Citywide	All Uses	Oct 1, 2021	June 24, 2022 at 12:14:30 PM PDT	68205
144	Portland	ME	US	Portland, Maine allows up to 3 homes without parking in low-density residential zones. The city also exempts projects within 1/4 mile of fixed route transit from parking mandates. ADUs are allowed without parking.	Implemented	Transit Oriented	All Uses, Low Density (SF) Residential		June 14, 2022 at 11:00:28 AM PDT	68408
145	Greenville	SC	US	There are no set requirements in the downtown area, but developers must justify less parking, and historic structures are exempt from parking requirements.	Implemented	Main Street/Special	All Uses		May 24, 2022 at 2:44:40 PM PDT	70635
146	Walnut Creek	CA	US	Walnut Creek has reduced minimum parking requirements in two special downtown districts.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 12:59:04 PM PDT	70812
147	Kissimmee	FL	US	Kissimmee, FL has made the Downtown district exempt from off-street parking requirements.	Implemented	City Center/Business District	Commercial, Residential		June 30, 2022 at 11:57:41 AM PDT	72410
148	Bismarck	ND	US	Off-street parking is not required for properties within the Downtown Parking District in Bismarck.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 1:25:48 PM PDT	73529
149	Evanston	IL	US	New buildings located in D1, D2, D3, and D4 districts can reduce parking requirements by 20% for non-residential uses.	Implemented	City Center/Business District	Commercial, Other		June 30, 2022 at 11:59:53 AM PDT	73979
150	Framingham	MA	US	Parking requirements in Framingham were reduced in the Central Business District and ground floor commercial uses in the district are exempt from parking requirements.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 1:45:12 PM PDT	74416
151	Missoula	MT	US	No off-street is required in the CBD zoning district. Additionally, there is no off-street parking required for retail uses in the B1 Zoning District, Pedestrian-Oriented Overlay District, And Landmarks and Historic Districts. Off-street parking can be reduced by 25% of the maximum for every 8 long-term bicycle parking spaces.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 12:33:17 PM PDT	74994
152	Pasco	WA	US	The City of Pasco does not require off-street parking in the Central Business District.	Implemented	City Center/Business District	All Uses		April 26, 2022 at 12:04:14 PM PDT	75432
153	Scranton	PA	US	The C-D District (Downtown) of Scranton, PA is exempt from off-street parking requirements.	Implemented	City Center/Business District	All Uses		June 30, 2022 at 11:59:25 AM PDT	76997
154	Alameda	CA	US	Effective 12/16/2021, Alameda has repealed parking requirements for all uses, citywide, and implemented maximums.	Implemented	Citywide	All Uses	Dec 16, 2021	June 24, 2022 at 12:04:07 PM PDT	78280
155	Lynchburg	VA	US	No minimum parking requirements in the B-4 District which includes the entire Central Business District, the historic 5th Street Corridor and select high density nodes	Implemented	City Center/Business District	All Uses		June 28, 2022 at 11:16:35 AM PDT	80569

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156	Somerville	MA	US	There are no minimum requirements for residential uses within 0.5 miles of an MBTA T station. Every commercial use within 0.25 miles of an MBTA T station has a parking maximum. The radius and parking maximum ratios change based on the location/land use.	Implemented	Transit Oriented	Residential, Commercial		June 27, 2022 at 12:49:57 PM PDT	80906
157	Mountain View	CA	US	The North Bayshore Precise Plan has eliminated minimum parking requirements for an office park district where Google, LinkedIn, and Intuit have their headquarters. A parking maximum of 2.7 spaces per 1,000 square feet of office/R&D was established. All new development must meet at 45% drive-alone rate cap, and there is an overall trip cap for the entire plan area.	Implemented	Main Street/Special	All Uses		May 17, 2022 at 11:22:22 AM PDT	82739
158	Fayetteville	AR	US	Fayetteville, Arkansas has no minimum requirements for commercial uses. There are residential minimum reductions available if certain criteria are met. They also have several reductions for residential uses as well as parking maximums.	Implemented	Citywide	Commercial		May 17, 2022 at 11:28:42 AM PDT	87590
159	Champaign	IL	US	Champaign eliminated parking requirements for all multi-family dwellings in the "University District". No off-street parking is required for any use within the MFUniv, CB1, CB2, and CB3 Districts. Elderly housing is subject to reduced parking requirements in all zones.	Implemented	Main Street/Special, City Center/Business District	All Uses		May 24, 2022 at 2:33:24 PM PDT	88909
160	Santa Barbara	CA	US	Parking reductions provided for affordable/senior housing and mixed-use development, the CBD, carsharing and bicycle parking. Small Residential Unit Reduction (July 2013): only 1 space is required per unit 600 sq. feet or less, with no required guest parking. https://www.santabarbaraca.gov/services/planning/mpe/aud_program/default.asp .	Implemented	City Center/Business District	All Uses		May 11, 2022 at 3:13:58 PM PDT	91364
161	Redding	CA	US	There are no minimum parking requirements in the Downtown Core District, but if parking is provided it must be provided in accordance with the requirements of Redding Zoning Code. There are also minimum parking reductions in the Mixed Use District, and opportunities to apply for reductions citywide if shared parking is pursued, if the property is in proximity to transit, or if bicycle parking is present.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 12:43:56 PM PDT	91580
162	Bellingham	WA	US	There are no minimum parking requirements for specific land tracts in the downtown area, with the exception of hotels/motels. The planning director may reduce minimum parking required if the development includes programs to reduce single occupancy vehicle trips through senior and affordable housing, implementation of a shared car service (i.e., Zipcar™), enhanced bike storage facilities, purchase of WTA transit passes, installation of covered transit shelters, off-site pedestrian infrastructure improvements, or other similar strategies.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 11:22:14 AM PDT	92314
163	Asheville	NC	US	There is no parking required for any uses in Asheville's Central Business District, except for hotels.	Implemented	City Center/Business District	All Uses		April 26, 2022 at 1:37:35 PM PDT	92870
164	Yakima	WA	US	Yakima Washington has no parking minimums for all uses in the Downtown Business District.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:28:55 PM PDT	93637
165	Dearborn	MI	US	Dearborn eliminated parking requirements for all uses in the Public Parking Sector of the West Downtown District.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 12:36:52 PM PDT	94328
166	Chico	CA	US	In downtown Chico, parking is no longer required for non-residential uses. Specifically, there are no minimum parking requirements for non-residential uses within the Downtown In-Lieu Parking Benefit Area, an area that covers the entire downtown.	Implemented	City Center/Business District	Commercial, Industrial	Jun 4, 2013	June 27, 2022 at 1:40:31 PM PDT	94529
167	Flint	MI	US	Parking cannot exceed 20% of the required amount. New parking is not required in the downtown core. For more dense areas of the city, the "Parking Multiplier" can reduce required parking by 50%.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 11:13:58 AM PDT	95999
168	Longmont	CO	US	Commercial land uses have no minimum parking requirements, with a set of maximum requirements. Residential land uses have maintained minimum parking requirements and do not have maximum requirements.	Proposed	Citywide	Commercial		June 21, 2022 at 11:42:29 AM PDT	97261
169	Roanoke	VA	US	There are no minimum parking requirements for the Downtown District (D), the Commercial-Neighborhood District (CN), or the Urban Flex District (UF). There are no parking minimums for single family residential, and there are reductions based on scale, proximity to transit, sharing. There are also parking maximums.	Implemented	City Center/Business District	All Uses		May 11, 2022 at 2:22:37 PM PDT	99143
170	Bend	OR	US	Parking minimums were eliminated for the middle housing types (duplex, triplex, cottage housing) that replaced single-family housing in Bend's implementation of Oregon HB 2001, which banned single-family zoning. All zones that were previously under single-family zoning are now at least duplex and do not have any parking requirements. Other zones retain their parking requirements.	Implemented	Citywide	Residential, Multi-Family Residential		June 28, 2022 at 11:21:54 AM PDT	100421
171	San Angelo	TX	US	Parking minimums eliminated for Central Business District.	Implemented	City Center/Business District	All Uses		May 11, 2022 at 2:31:13 PM PDT	101004

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172	South Bend	IN	US	There are no off-street parking spaces mandated for any uses in South Bend, IN.	Implemented	Citywide	All Uses	Jan 13, 2021	September 23, 2022 at 2:57:36 PM PDT	102026
173	Davenport	IA	US	Minimum parking requirements are exempt in the C-T Commercial Transitional District, C-1 Neighborhood Commercial District, C-D Downtown District, and C-V Village of East Davenport District.	Implemented	City Center/Business District	All Uses		June 30, 2022 at 12:00:22 PM PDT	102169
174	Las Cruces	NM	US	Adjacent on-street parking can be used for up to 25% of the minimum parking requirement. Two trees planted may replace one parking stall for up to a 10% reduction of the minimum parking requirements. Four bicycle spaces may replace one parking stall for up to a 10% reduction of the minimum parking requirements. A ten percent reduction of the minimum parking requirements is granted if in a parking structure that is two stories or more.	Implemented	Citywide	All Uses		June 21, 2022 at 10:29:43 AM PDT	103432
175	Green Bay	WI	US	Parking is not required for non-residential uses in the downtown zoning district of Green Bay, WI.	Implemented	City Center/Business District	Commercial, Medical, Other, Industrial		April 26, 2022 at 1:37:32 PM PDT	104578
176	Billings	MT	US	There are no minimum parking requirements in the Central Business District or the East Billings Parking Overlay.	Implemented	City Center/Business District, Main Street/Special	All Uses		May 24, 2022 at 1:28:48 PM PDT	109577
177	Peoria	IL	US	The city removed parking minimum requirements for commercial developments in 2015. Zoning lots less than 12,000 square feet in land area in the Warehouse District and 7,500 square feet in the other Form Districts have no minimum parking requirements.	Implemented	Citywide	Commercial		May 17, 2022 at 10:36:54 AM PDT	110417
178	West Palm Beach	FL	US	Reduced Parking minimums with Parking Maximums in CBD and special districts. No parking minimums in Okeechobee Business district with soft and hard parking maximums, if the developer wants to exceed the soft max they have to pay into the transit operations budget. No parking minimum for microunits in CBD.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 1:53:05 PM PDT	111955
179	Manchester	NH	US	Off-street parking is not required within the AMX, B-1 and CDBG Districts. However, a parking plan is required to be developed for each property and shall be submitted to the Planning Board.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 11:45:35 AM PDT	112673
180	Temecula	CA	US	Office uses in the Old Town Specific Plan Area are exempt from parking, so long as the building is less than 4 stories. Additionally, adaptive re-use of historic structure do not require parking.	Implemented	City Center/Business District	Commercial		May 24, 2022 at 2:49:42 PM PDT	114761
181	Provo	UT	US	The City provides parking reductions for providing transit passes, robust bike parking, shuttles, shared cars, building near fixed transit stop, and other support for transportation alternatives.	Implemented	Citywide	All Uses		May 11, 2022 at 2:23:40 PM PDT	116618
182	Clearwater	FL	US	Clearwater eliminated parking minimums for the vast majority of its non-residential uses. Residential requirements were reduced for attached dwellings.	Implemented	City Center/Business District	Commercial, Industrial, Medical, Other		May 17, 2022 at 10:22:30 AM PDT	116946
183	Cambridge	MA	US	Cambridge City Council voted 8-1 in favor of eliminating all minimum parking requirements for residential and commercial developments citywide. It is the first city in MA to do so. The Policy Order does require developers of buildings with 4+ housing units and buildings requiring special permits to submit a written rationale to the City explaining why they chose to include a certain number of parking spaces. It also requires the Community Development Department submit a report by 2025 detailing how many housing units and parking spaces have been added since this policy's passage, and any impacts on street parking availability.	Implemented	Citywide	All Uses	Oct 24, 2022	October 28, 2022 at 10:55:22 AM PDT	117090
184	Lansing	MI	US	The City of Lansing has a new zoning code passed and implemented that removes parking minimums from the downtown core and reduces the minimums in the downtown edge and commercial/transit corridors. There is also a city-wide provision that can be invoked to reduce the minimum of any development by up to 20%. The parking reductions follow the zoning districts rather than the land use.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 1:19:44 PM PDT	117159
185	College Station	TX	US	In August 2017 the city authorized the creation of "Alternative Parking Plans" but they are all by discretion of the city planner.	Unverified	Citywide	All Uses		May 17, 2022 at 12:27:42 PM PDT	117911
186	Ann Arbor	MI	US	Ann Arbor has no car parking mandates for any land uses citywide.	Implemented	Citywide	All Uses	Aug 15, 2022	August 17, 2022 at 12:11:29 PM PDT	120735
187	Berkeley	CA	US	Berkeley has no parking requirements for new residential developments of any size, except for new developments on certain narrow streets in the hills. The city has parking maximums for new residential uses.	Implemented	Citywide	Residential		May 24, 2022 at 1:39:29 PM PDT	121363

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186	Hartford	CT	US	New form based zoning code with parking maximums city wide.	Implemented	Citywide	All Uses	Dec 1, 2017	May 24, 2022 at 3:01:45 PM PDT	122105
188	Norman	OK	US	In early November 2021, Norman replaced "Spaces Required" with "Spaces Recommended" in zoning code for all land uses except for single family homes, duplexes, fraternity houses, and mobile home parks.	Implemented	Citywide	Commercial, Residential, Other		June 24, 2022 at 12:30:08 PM PDT	122837
190	Wilmington	NC	US	Wilmington, North Carolina eliminated parking requirements for central business districts and historic districts.	Implemented	City Center/Business District, Main Street/Special	All Uses		May 17, 2022 at 11:45:20 AM PDT	123744
191	Fargo	ND	US	Fargo eliminated parking minimums in their DMU (downtown district) for all residential and nonresidential land uses.	Implemented	City Center/Business District	All Uses		June 14, 2022 at 11:29:53 AM PDT	124662
192	New Haven	CT	US	New Haven Parking Authority has signed on to support DesegregateCT's platform, which includes eliminating parking requirements.	Proposed	Citywide	All Uses		May 17, 2022 at 11:50:50 AM PDT	130250
193	Cedar Rapids	IA	US	Cedar Rapids has no parking required in the downtown district. There are many reductions available for parking requirements elsewhere.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 2:32:06 PM PDT	133562
194	Kingston	ON	CA	Citywide removal of minimums for all non-residential uses, citywide removal of minimums for affordable residential units, citywide removal of minimums for designated heritage properties. Citywide reduction in minimums for residential, with cash-in-lieu option to bring down to zero (funds used to support car-share). Citywide maximums for multi-unit residential. The status is passed (as of April 26th) but not yet into effect due to appeal period.	Passed	Citywide	Commercial, Other, Residential	Apr 7, 2022	June 27, 2022 at 1:44:28 PM PDT	136685
195	St. Catharines	ON	CA	The Downtown Parking Exemption (2013) exempts downtown developments from car parking mandates.	Implemented	City Center/Business District	All Uses		June 14, 2022 at 10:51:00 AM PDT	140370
196	Dayton	OH	US	There are no minimum parking requirements for non-residential uses located in the central business (CBD) and urban business (UBD) zoning districts. Commercial land uses in certain districts (MGC, MNC, EGC, ENC, SGC, SNC, MX, and T) must meet minimum and maximum requirements.	Implemented	City Center/Business District	Commercial		June 21, 2022 at 10:56:15 AM PDT	140407
197	Rockford	IL	US	No parking is required in the C-4, Urban Mixed-Use District except for Sexually-Oriented Businesses.	Implemented	City Center/Business District	Commercial, Residential		August 17, 2022 at 12:12:08 PM PDT	147441
198	Bridgeport	CT	US	Bridgeport has no established car parking mandates except for when accessible parking is required by state law. There are maximums for retail and office uses. These reforms were adopted November 29, 2021 as part of a comprehensive zoning reform.	Implemented	Citywide	All Uses	Nov 29, 2021	June 27, 2022 at 12:55:02 PM PDT	148654
199	Pomona	CA	US	The Downtown Pomona Specific Plan, adopted August 5, 2019, removes minimum parking requirements for most existing buildings and many new ones. Specifically, the code states that "Parking requirements do not apply to the first two floors of any proposed development within the MU-CBD or MU-I districts. Moreover, the first two floors of any existing development within said boundaries are also not subject to parking requirements." Since most of downtown Pomona's existing buildings are only one or two stories high, this provision removes minimum parking requirements for them. New one and two-story buildings are also exempt from parking minimums. Taller new buildings still have minimum parking requirements applied to the upper floors. The plan also establishes maximum parking requirements, although this limit does not apply to parking spaces that are provided in parking structures.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 1:30:21 PM PDT	151691
200	Alexandria	VA	US	Alexandria has established maximum parking requirements In some commercial land uses and reduced minimum requirements in 'enhanced transit areas'. Additional reductions may be applied to multi-family/affordable housing land uses if in proximity to transit.	Implemented	Transit Oriented, Citywide	Commercial		June 21, 2022 at 11:33:37 AM PDT	159428
201	Hayward	CA	US	The Mission Boulevard Form-based Code, adopted in 2020, removes all minimum parking requirements within the code area. The code applies to approximately 480 acres along Mission Boulevard, a major commercial corridor that traverses the length of the city. The code also establishes maximum parking requirements for residential land uses, but not non-residential uses.	Implemented	Transit Oriented	All Uses		June 27, 2022 at 1:02:57 PM PDT	162954
202	Oshawa	ON	CA	Oshawa exempts non-residential uses from parking mandates in the city center. Also in this district, residential developments with fewer than 10 homes have no parking requirements.	Implemented	City Center/Business District	Commercial		June 27, 2022 at 12:58:31 PM PDT	166000
203	Eugene	OR	US	Eugene has eliminated parking minimums in the downtown and university districts. Parking requirements are reduced in various overlay districts. The maximum number of parking spaces for non-residential uses may not exceed 125 percent of the minimum spaces.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:16:37 PM PDT	172622

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204	Salem	OR	US	<p>January 2022: City of Salem officially passed its updated parking mandates as part of its Unified Development Code update. It waives parking mandates for all traditional missing middle housing types - duplexes, triplexes, quads, cottage clusters, and townhomes, as well as capping multifamily parking mandates at 1 per unit and reducing parking for shelters.</p> <p>This builds on waiving mandates downtown and within 1/4 mile of the core transit network</p>	Implemented	Transit Oriented, City Center/ Business District	Residential, Multi-Family Residential	Jan 21, 2022	June 21, 2022 at 11:36:41 AM PDT	174365
205	Santa Rosa	CA	US	In Fall 2020, the Santa Rosa City Council adopted a new Downtown Station Area Specific Plan that revised Downtown parking policy to eliminate minimum parking requirements within the Downtown Station Area boundary. This policy was codified and went into effect on January 1, 2021.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 3:01:00 PM PDT	176753
206	Providence	RI	US	<p>There are no minimum parking requirements for the D-1 District land use and the "neighborhood commercial establishment" use.</p> <p>TOD overlay districts have no minimum parking requirements, with maximums for residential land uses. For non-residential land uses, the first 5,000 GFA is exempt from minimum parking requirements, with maximums.</p> <p>Commercial and office projects exceeding 20,000 GFA must comply with a parking maximum (may not exceed 135% of the minimum parking requirements).</p> <p>Parking requirements may be reduced by 50% in the M-MU-90 Sub-District.</p> <p>Non-residential land uses that provide cyclists shower and locker facilities may reduce parking by four spaces. Non-residential use provides 120% or more additional bicycle parking spaces may reduce parking by up to 10%. When 10 or more bicycles are provided for a bike-share facility, there may be a 5% reduction of required parking spaces.</p>	Implemented	City Center/Business District, Transit Oriented	Commercial, Residential		June 21, 2022 at 11:10:43 AM PDT	179883
207	Fort Lauderdale	FL	US	There are no parking minimums for the City Center and Arts and Sciences Districts.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 10:47:30 AM PDT	182437
208	Chattanooga	TN	US	Chattanooga, TN has no parking requirements in the Downtown Core.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 11:58:47 AM PDT	182799
209	Akron	OH	US	Akron Ohio has no minimum requirements for parking for residential or commercial parking downtown. Maximum allowed is one space per residence.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:08:06 PM PDT	197597
210	Grand Rapids	MI	US	Grand Rapids, MI eliminated minimum parking requirements in the TN-CC zoning district. Citywide, reductions in minimum requirements are available subject to Planning Commission approval based on special requirements.	Implemented	City Center/Business District	All Uses		May 4, 2022 at 5:38:54 PM PDT	201013
211	Rochester	NY	US	There are no parking requirements in the Center City District (CCD). All applicants proposing to construct surface parking submit a parking demand analysis defining the number of spaces, why the off-street parking is required, and methods to accommodate potential deficiencies.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 10:50:25 AM PDT	205695
212	Birmingham	AL	US	Off-street parking is not required in the B-4 Central Business District. Parking requirements were reduced in the B-3 Community Business District. Required spaces are reduced by 10% when within 1000 ft of transit	Implemented	City Center/Business District	All Uses		September 23, 2022 at 11:03:40 AM PDT	210928
213	Oakville	ON	CA	Oakville, Ontario has no minimum parkings in the downtown and reduced minimums in some reduction in parking in mixed-used zones.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 1:43:58 PM PDT	211382
214	San Bernardino	CA	US	Parking minimum requirements were reduced for the Transit-Oriented Development Overlay District, and bicycle parking minimums were introduced. The development code noted that as the transit system matures, they are looking to reduce or eliminate parking minimums. A 2017 Accessory Dwelling Unit Amendment reduced minimum parking requirements for ADUs, and prohibits minimums in certain qualified locations.	Implemented	Transit Oriented	Other, Low Density (SF) Residential, Multi-Family Residential		May 17, 2022 at 10:38:46 AM PDT	215784
215	Tacoma	WA	US	The City of Tacoma has a "Reduced Parking area" that encompasses most of the downtown core area, and effectively requires zero parking. Also all of the mixed use centers (which makes up the majority of all the new development in town) has low/no required parking. There are still parking requirements, but they have been greatly reduced and there is support at the policy level to expand the reduced parking area.	Implemented	City Center/Business District	All Uses		May 11, 2022 at 3:12:25 PM PDT	217827

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216	Richmond	VA	US	<p>In 2021, the City Council of Richmond, Virginia, voted 8-to-1 to eliminate minimum parking requirements. The resolution adopted by the Council declares that "the Council of the City of Richmond believes that the City's zoning ordinance, codified as Chapter 30 of the Code of the City of Richmond (2020), as amended, should be amended by eliminating parking space minimums". It also initiates "an amendment to the City's zoning ordinance to eliminate parking space minimums".</p> <p>Currently, in CM, DCC, B-4, B-5, and TOD-1 zoning districts, off-street parking spaces shall not be required for uses other than dwelling uses, hotels and motels.</p>	Proposed	Citywide	All Uses		May 17, 2022 at 10:09:51 AM PDT	230436
217	Fremont	CA	US	The Warm Springs/South Fremont Community Plan, adopted in July 2015, eliminates minimum parking requirements within the community plan area. The plan area is centered on the new Warm Springs/South Fremont BART Station.	Implemented	Transit Oriented	All Uses		May 17, 2022 at 11:07:55 AM PDT	241110
218	Kitchener	ON	CA	There are no mandates for most uses in the Urban Growth Center zones (large offices being one exemption).	Implemented	City Center/Business District	Residential, Commercial		June 14, 2022 at 10:46:52 AM PDT	242368
219	Norfolk	VA	US	Norfolk eliminated minimum off-street parking requirements for all non-residential uses and residential development of 24 multi-family dwelling units or less for properties within the Norfolk and Western Historic Overlay district.	Implemented	Main Street/Special	Commercial, Residential	Apr 26, 2022	June 24, 2022 at 12:25:48 PM PDT	244601
220	Winston-Salem	NC	US	<p>In the Central Business district, Winston-Salem has no minimum parking requirements for high-density residential and office that is above first-floor retail. In all other areas, there are requirements.</p> <p>In the MU-S District, an automotive thirty percent (30%) reduction of existing minimum parking requirements may be applied. There are no parking maximums for this land use.</p>	Implemented	City Center/Business District	Commercial, Multi-Family Residential, High Density Residential		June 14, 2022 at 11:28:43 AM PDT	247945
221	Buffalo	NY	US	There are no provisions that require a minimum number of off-street parking spaces for all land uses. A TDM plan is required for new construction (5,000 square feet or more) that determines the number of on-street, off-street, and shared vehicle parking spaces.	Implemented	Citywide	All Uses	Jan 3, 2017	June 21, 2022 at 10:32:48 AM PDT	255284
222	Madison	WI	US	There is no parking required in the Central District of Madison and in several other mixed-use districts. Some other districts waive parking requirements for new developments smaller than 10,000 square feet.	Implemented	City Center/Business District, Main Street/Special	Commercial, Residential		May 24, 2022 at 1:42:22 PM PDT	259680
223	Jersey City	NJ	US	Jersey City has about a dozen planning districts (known as Redevelopment Plans) with no parking minimums, largely concentrated near PATH rapid transit and HBLR light rail stations. In fact, several of these districts have parking maximums. Examples include the Journal Square 2060, Colgate, Harsimus Cove Station, Grand Jersey, and Newark Ave Downtown plans.	Implemented	Transit Oriented, City Center/Business District, Main Street/Special	All Uses		May 24, 2022 at 2:26:53 PM PDT	262075
224	Durham	NC	US	Durham has a set of parking ratios, but certain districts are exempted or only must build a percentage of the ratio. There are maximums for all uses and in all districts based on a percentage of the ratio, as well.	Implemented	City Center/Business District	All Uses		June 14, 2022 at 11:12:23 AM PDT	278993
225	Newark	NJ	US	No parking is required for residential and non-residential land uses within a 1,200-foot radius of a light rail, PATH train or NJ Transit train station.	Implemented	Transit Oriented	All Uses		June 21, 2022 at 10:24:18 AM PDT	282011
226	Anchorage	AK	US	No parking is required in the Downtown Business Districts.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:29:16 PM PDT	288000
227	Pittsburgh	PA	US	<p>In designated "Parking Exempt Areas", minimum parking requirements have been reduced by percentages ranging from 50% - 100% specified in the Pittsburgh zoning code.</p> <p>Land uses within these boundaries may not exceed the minimum parking requirements otherwise stated in the zoning code.</p>	Implemented	City Center/Business District	All Uses		June 21, 2022 at 12:01:07 PM PDT	300286
228	Cincinnati	OH	US	Cincinnati uses a tool known as an Urban Parking Overlay, which is a zoning overlay that removes parking minimums completely within its boundary. Cincinnati implemented an Urban Parking Overlay-- completely removing parking requirements-- in four neighborhoods: Central Business District, Over the Rhine, Pendleton (all of which are considered the "urban core") as well as parts of the Camp Washington neighborhood.	Implemented	City Center/Business District	All Uses		June 21, 2022 at 10:52:13 AM PDT	303940
229	St. Paul	MN	US	<p>There are no requirements for a minimum number of parking spaces. Parking maximums apply to surface lots exceeding 15 spaces.</p> <p>Facilities that exceed 15 spaces shall not be created unless a demonstration of need.</p> <p>Projects exceeding 40,000 square feet are required to submit a TDM Plan (TDMP) for City Review.</p> <p>There are minimum bike parking requirements for all land uses.</p>	Implemented	Citywide	All Uses	Aug 18, 2021	June 28, 2022 at 11:21:21 AM PDT	304547

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236	St. Louis	MO	US	Implemented in Downtown District: No Minimum Parking Requirement in Downtown St. Louis: In roughly 4 square miles in and around downtown St. Louis, St. Louis has never had a minimum parking requirement. This was most recently codified by the 1947 zoning code. The "I" Central Business District, "No parking regulations shall be required for this district". All land uses.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 1:16:53 PM PDT	308174
231	Lexington	KY	US	On August 25th, 2022 The Planning Commission for Lexington-Fayette County (merged Urban-County Government unanimously approved 8-0 a Zoning Ordinance Text Amendment to eliminate minimum parking requirements, establish bicycle parking standards, mitigate environmental impacts of parking lots with an increase in required tree canopy, lighting restrictions, and increased buffering/screening meant to discourage the over provision of parking without instituting parking maximums. Final action by the Urban-County Council was taken on October 27th, 2020. The regulations were adopted by a 14-0 vote.	Implemented	Citywide	All Uses	Oct 27, 2022	October 28, 2022 at 11:08:36 AM PDT	341000
232	Honolulu	HI	US	Honolulu County removed parking minimums for all uses in two of the most urbanized planning regions on Oahu, including Honolulu, and also removed parking minimums for all uses in TOD zones.	Implemented	City Center/Business District, Transit Oriented	Commercial		May 30, 2022 at 12:36:08 PM PDT	345064
233	Cleveland	OH	US	Off-street parking requirements are not required in the Central Business District for all land uses. A planned development group, or group of adjacent buildings may also propose to lower, share, or eliminate parking by presenting a detailed proposal to the City's Off Street Parking Committee.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 2:58:34 PM PDT	381009
234	Wichita	KS	US	There are no parking minimums for the Central Business District (downtown and some nearby neighborhoods). This is implemented in the City Center, and applies to all land uses.	Implemented	City Center/Business District	All Uses		June 24, 2022 at 12:36:57 PM PDT	389877
235	New Orleans	LA	US	No parking minimum requirements in the Historic Core, part of the Historic Urban Neighborhood (HU-B1A) and Central Business District. Also exempt, in Historic Urban Neighborhood Districts: 1) all single-family and two-family dwellings on lots 30 feet or less. 2) a single-family or two-family dwelling on a blockface where 40% of those existing dwellings have no off-street parking. Also exempt: the first 3,000 square feet in gross floor area for commercial uses in the HMC-2 district, and the first 5,000 square feet in gross floor area for commercial uses in HU-B1, HU-MU and MU-1 Districts, except for shopping center configurations. Parking maximums are 150% of the minimums.	Implemented	City Center/Business District, Main Street/Special	All Uses		May 24, 2022 at 2:52:32 PM PDT	390144
236	Tulsa	OK	US	Tulsa Oklahoma has no parking minimums downtown for all uses. In the CH District and MX District and surrounding areas downtown, parking minimums are reduced 50% compared to other districts. Retail uses requiring more than two hundred twenty-five (225) parking spaces may not provide more than four (4) outdoor parking spaces per one thousand (1,000) square feet of floor area.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:18:51 PM PDT	401190
237	Minneapolis	MN	US	Minneapolis has no minimum parking requirements.	Implemented	Citywide	All Uses	May 14, 2021	May 17, 2022 at 10:35:45 AM PDT	429606
238	Halifax	NS	CA	Halifax removed all parking minimums in the Downtown Plan Area in 2009.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 11:05:46 AM PDT	431479
239	Oakland	CA	US	Oakland has no required parking in CBD, S-2, and D-LM zones. There are parking maximums in those zones.	Implemented	City Center/Business District, Transit Oriented	All Uses		May 17, 2022 at 11:46:09 AM PDT	433031
240	Long Beach	CA	US	Long Beach, California has reduced parking minimums for transit-oriented off street parking for residential and hospital use reducing parking from 25% to 50%.	Implemented		Residential, Medical		May 17, 2022 at 11:48:40 AM PDT	462628
241	Raleigh	NC	US	On 3/15/2022 Raleigh City Council voted 7-1 to eliminate parking mandates citywide and impose parking maximums on many uses. In June 2021, Raleigh City Council directed staff to develop an ordinance to eliminate parking mandates and implement parking maximums. On February 8th, 2022 the Planning Commission unanimously approved the zoning change and it will now go on to city Council. Raleigh currently has no parking minimum requirements in the Downtown District and in the Transportation Overlay District.	Implemented	Citywide	All Uses	Mar 15, 2022	June 27, 2022 at 12:54:20 PM PDT	467665
242	Miami	FL	US	Miami repealed a significant portion of its parking reforms on April 28, 2022. Will take some time to determine the ongoing status.	Repealed	City Center/Business District, Transit Oriented	Commercial		May 17, 2022 at 10:48:22 AM PDT	467963

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243	Omaha	NE	US	Minimum parking requirements have been eliminated for all land uses in the central business district (CBD) and neighborhood business districts (NBD). For TOD-1, there are no minimum parking requirements. For TOD-2, TOD-3, TOD-4 the minimum number of required parking spaces is 50 percent of the specified minimum requirements.	Implemented	City Center/Business District, Transit Oriented	All Uses		June 14, 2022 at 11:32:15 AM PDT	478192
244	Colorado Springs	CO	US	There are two established parking exempt districts in which there is no additional off-street parking required; Downtown/Central business district and Old Colorado City. There is a provisional district with reduced parking requirements that partially connects these two districts.	Implemented	City Center/Business District, Main Street/Special	All Uses		May 17, 2022 at 10:31:36 AM PDT	478221
245	Kansas City	MO	US	There are no parking mandates in the downtown core and various levels of exemption for commercial and residential uses in several adjacent districts.	Implemented	City Center/Business District	All Uses		June 14, 2022 at 11:09:59 AM PDT	495327
246	Atlanta	GA	US	No parking is required within 1/2 mile of MARTA Stations and near more than a dozen activity centers (Special Public Interest Districts) for any uses except establishments that serve alcohol. No parking is required for any buildings built before 1965, citywide. Many districts exempt affordable housing from parking mandates.	Implemented	Transit Oriented, City Center/Business District	All Uses		May 17, 2022 at 11:56:21 AM PDT	506811
247	Sacramento	CA	US	The City has adopted Program H8. Revisions to Parking Requirements. The City shall consider further eliminating City-mandated parking minimums and explore instituting parking maximums along established transit corridors. Analysis, community outreach, and coordination with the City's Parking Services Division will be initiated in 2021. Recommended revisions to the Planning and Development Code's parking regulations to be presented to City Council for consideration in 2022. There are currently no minimum parking requirements in the Central Business & Arts/Entertainment District for all land uses. In this district, commercial land uses have parking maximums.	Implemented	Transit Oriented	All Uses		August 17, 2022 at 12:41:23 PM PDT	513624
248	Fresno	CA	US	Downtown Districts: No parking minimums for non-residential uses. Parking minimums reduced to .5 spaces per unit. Mixed-Use District/Commercial Main Street: Require .75 spaces for every studio/one-bedroom apartment, 1 space per two-bedroom, and 1.5 per three-bedroom, plus one per guest per four dwelling units. Commercial uses require one space per 600 square feet.	Implemented	City Center/Business District	Commercial, Other		May 11, 2022 at 3:09:42 PM PDT	531576
249	Albuquerque	NM	US	Albuquerque New Mexico has eliminated off street parking requirements in the downtown and SU-1 Transit Oriented Development. They have also reduced parking minimums in many other areas and had on street parking account for off street parking by different reduction rates in areas like transit oriented developments.	Implemented	City Center/Business District, Transit Oriented	All Uses		June 28, 2022 at 11:22:35 AM PDT	560513
250	Surrey	BC	CA	Parking Minimums were reduced by 20% for all land uses in the City Centre, other than office and multi-family residential with underground parking, which received their own rates. Offices were reduced by 44% of the city-wide standard. Multi-family residential with underground parking was reduced to by 38% of the city-wide standard. Former parking minimums are now parking maximums in the City Centre.	Implemented	City Center/Business District	All Uses		June 28, 2022 at 11:15:37 AM PDT	568322
251	Milwaukee	WI	US	There are no off-street parking requirements for uses located in downtown zoning districts (C9A) and uses located in a red redevelopment district. Land uses within 1,000 feet of a bus stop or within downtown boundaries are eligible for a 25% reduction in the number of parking spaces required. Required spaces may be satisfied by assets in a public lot or structure on a one-to-one basis, and must be located within 700 feet of the use.	Implemented	City Center/Business District	All Uses		June 28, 2022 at 11:22:08 AM PDT	590157
252	Baltimore	MD	US	Developments in the C-1, C-1-E, C-1-VC, and C-5 districts are exempt from parking mandates. Parking maximums are generally 2X the minimum, citywide.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 3:14:13 PM PDT	593490
253	Louisville	KY	US	There are no minimum or maximum parking requirements for all uses in the Central Business District. There are maximum parking requirements for certain uses. There are opportunities to reduce the minimum parking required outside of the CBD if specific criteria are met.	Implemented	City Center/Business District	All Uses		June 27, 2022 at 12:42:42 PM PDT	617790
254	Portland	OR	US	Portland legalized up to six-units with no mandatory parking on most formerly single family lots citywide. There are no parking requirements in the central city for any use. Multi-family residential, citywide, is effectively exempt from parking mandates (if the project participates in a mandatory inclusionary affordable housing program or is 30 or fewer units near transit). All non-residential uses are exempt within 500 feet of frequent transit or 1000 1/4 mile of a transit station (this covers nearly all commercial zones in the city). Most uses have parking maximums and the maximums in the Downtown are fairly restrictive.	Implemented	Citywide	All Uses	Aug 1, 2021	June 14, 2022 at 10:58:42 AM PDT	654741
255	Detroit	MI	US	Uses in the B5 and PC Districts and in any other district in the Central Business District area shall be exempt from off-street parking requirements.	Implemented	City Center/Business District	All Uses		June 14, 2022 at 10:19:13 AM PDT	670031

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256	Nashville	TN	US	There are no parking requirements within Nashville's downtown area (DTC). There are also no parking requirements within the Urban Zoning Overlay, which are along multimodal corridors.	Implemented	City Center/Business District, Main Street/Special	All Uses		July 11, 2022 at 12:42:10 PM PDT	692587
257	Boston	MA	US	Boston City Council passed a resolution in October 2021 to eliminate parking mandates for developments with more than 60% affordable housing. Boston also has citywide parking maximums	Passed	Citywide	Residential		June 24, 2022 at 12:02:21 PM PDT	692600
258	Washington DC	DC	US	Parking requirements are eliminated in various zone overlays (D, SEFC, USN, CG, and MU-11 Zones). Washington, DC has reduced parking requirements near transit.	Implemented	City Center/Business District, Main Street/Special	All Uses		June 28, 2022 at 11:22:27 AM PDT	705749
259	Winnipeg	MB	CA	Since 2008, 20% reduction allowed (anywhere in city) if building is mixed-use and we allow developers to double it with infill reduction, totaling 40%. Parking is not required in the Downtown zoning district.	Implemented	Citywide	All Uses		May 24, 2022 at 2:37:07 PM PDT	749534
260	Seattle	WA	US	Parking is currently not required for any non-hospital uses in designated Urban Centers and Station Overlay Areas, plus any properties within 1/4 mile of a frequent transit stop that lie inside Urban Village boundaries. For commercial and multifamily residential zones outside of Urban Villages, parking requirements are reduced by 50% within 1/4 mile of frequent transit stops. Map: https://www.seattle.gov/Documents/Departments/OPCD/Vault/RegulatoryReform/ParkingFlexibilityAreasMap.pdf . Dark and light grey areas have no parking requirements (except for hospitals), and yellow areas have 50% parking reductions.	Implemented	City Center/Business District, Transit Oriented, Main Street/Special	High Density Residential, Commercial		June 27, 2022 at 12:36:04 PM PDT	753675
261	Indianapolis	IN	US	No Off-Street Parking is required in the Mile Square Area or MU-4 District.	Implemented	City Center/Business District	All Uses		May 24, 2022 at 2:45:19 PM PDT	876384
262	San Francisco	CA	US	There are no parking mandates in the city of San Francisco for any use except Mortuary (8 spaces mandated). There are parking maximums for most uses.	Implemented	Citywide	All Uses	Dec 11, 2018	May 17, 2022 at 9:34:52 AM PDT	881549
263	Charlotte	NC	US	No vehicle parking is required for any use in any TOD District, except for bars, restaurants, micro-breweries, microdistilleries, micro-wineries, and live performance venues within 200 feet of a single-family residential zoning district.	Implemented	Transit Oriented	All Uses		May 17, 2022 at 10:15:59 AM PDT	885708
264	Columbus	OH	US	Columbus has eliminated all parking minimums and requirements in the Downtown planning area. In much of the downtown new accessory surface lots are prohibited.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 12:10:07 PM PDT	898553
265	Fort Worth	TX	US	For non-residential uses, there are no minimum parking requirements. Additionally, properties designated as historic and cultural landmarks are not subject to minimum off-street requirements and there are no minimum off-street requirements in the Central Business District ("H"). The maximum number of parking spaces shall not exceed 125% of the minimum parking requirement for all uses listed.	Implemented	City Center/Business District	Commercial		June 21, 2022 at 11:59:02 AM PDT	909585
266	Jacksonville	FL	US	There are no parking minimums anywhere in the Downtown overlay district.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 11:19:57 AM PDT	911507
267	Ottawa	ON	CA	Ottawa has zero parking requirements in the city center and no residential parking requirements for buildings less than 4 stories. Remaining parking requirements are relatively low.	Implemented	Citywide, City Center/Business District	All Uses		June 28, 2022 at 11:23:28 AM PDT	934243
268	Austin	TX	US	In most parts of downtown Austin and West Campus (an area just north of downtown and west of the University of Texas), there are no minimum parking requirements except that buildings must provide the same number of ADA-accessible parking that they would be required to in other city districts. Essentially, the parking minimums have been split into ACCESSIBLE minimums and other minimums and only the ACCESSIBLE minimums were retained.	Implemented	City Center/Business District	All Uses		June 24, 2022 at 12:11:47 PM PDT	978908
269	Edmonton	AB	CA	Minimum on-site parking requirements have been removed from Edmonton's Zoning Bylaw, allowing developers, homeowners and businesses to decide how much on-site parking to provide on their properties based on their particular operations, activities or lifestyle.	Implemented	Citywide	All Uses	Jul 2, 2020	May 11, 2022 at 2:58:30 PM PDT	981280
270	San Jose	CA	US	In July 2022 San Jose city council unanimously directed staff to bring an ordinance back to council, by the end of 2022, to eliminate minimum parking requirements citywide.	Proposed	Citywide	All Uses		June 30, 2022 at 12:18:32 PM PDT	1021795
271	Montgomery County	MD	US	Montgomery County has several parking districts in which parking mandates are waived if a tax to support district parking is paid. In recent years, the tax has been reduced to zero, thereby making parking minimums effectively zero in several downtown business districts in the county.	Implemented	City Center/Business District	All Uses		June 24, 2022 at 12:41:53 PM PDT	1062061
272	Calgary	AB	CA	The City of Calgary has removed minimum parking requirements for non-residential uses from the Land Use Bylaw.	Implemented	Citywide	Commercial, Industrial		May 17, 2022 at 10:29:40 AM PDT	1335145

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273	Calgary	AB	CA	Parking minimums are no longer required in the Downtown Core Zoning District. There is a parking maximum of no more than 20% of the minimum.	Implemented	City Center/Business District	All Uses		October 1, 2022 at 6:54:18 PM PDT	1335145
274	Dallas	TX	US	No parking requirements for areas outside single-family residential districts buffer area. No parking requirements (regardless of area located) for 1) buildings built prior to March 17, 1965 and 2) the first 5,000 square feet of floor area of a use	Proposed	Main Street/Special	All Uses		June 24, 2022 at 11:59:08 AM PDT	1343573
275	San Diego	CA	US	Residential developments within 1/2 mile of a current or planned major transit stop are exempt from minimum parking requirements. Any provided parking in market-rate developments with more than 4 units must be rented or leased separately (unbundled) from the dwelling unit. Commercial uses are exempt from requirements in transit priority areas and commercial neighborhoods citywide.	Implemented	Transit Oriented	All Uses		May 24, 2022 at 1:55:48 PM PDT	1423851
276	San Antonio	TX	US	The Downtown "D" District is exempt from minimum parking requirements.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 10:03:08 AM PDT	1547253
277	Philadelphia	PA	US	There are no minimum parking requirements for residential land uses in certain residential districts (RSA-4/5/6 and RM-1). There are no minimum parking requirements for residential, office, and retail land uses in certain commercial zoning districts (CMX-2/2.5, CMX-3, CMX-4/5).	Implemented	City Center/Business District	Commercial, Residential		June 21, 2022 at 11:02:44 AM PDT	1584064
278	Phoenix	AZ	US	No car parking is required for non-residential uses in the Downtown and Warehouse districts. Reductions for residential and commercial parking requirements are automatic near light rail stations. Parking maximums are in place for most uses, but there are ample opportunities to increase them.	Implemented	City Center/Business District	Commercial, Residential		May 17, 2022 at 11:02:08 AM PDT	1680992
279	Alameda County	CA	US	The Ashland and Cherryland Business District Specific Plan regulates a 246-acre area along two major streets in unincorporated Alameda County. Within the plan area, there are no minimum parking requirements for restaurants and small retail establishments. In most zones within the plan area, there are also no minimum requirements for offices, "general commercial", gas stations, car washes, and automobile sales, rental, and repair establishments. For land uses where minimum parking requirements still apply, the requirements are generally lower than the County's standard requirements. The plan sets maximum parking requirements for most land uses. At many residential developments, the plan also requires the unbundling of parking costs and the provision of designated spaces for carshare cars.	Implemented	City Center/Business District	Commercial		June 27, 2022 at 1:15:52 PM PDT	1682353
280	Montreal	QC	CA	Parking Minimums abolished in the borough of the Sud-Ouest for 99.9% of the territory (everywhere except in zone 415, in Griffintown, where citizens won a referendum to prevent minimums from being abolished on their block. Eliminations were also made in Ville-Marie borough and Plateau-Mont-Royal borough.	Implemented	City Center/Business District	All Uses		September 23, 2022 at 11:07:48 AM PDT	1762949
281	Houston	TX	US	There are no minimum parking requirements within the Central Business District (CBD); There are no parking requirements within primary Transit Oriented Development (TOD) streets and a 50% reduction along secondary TOD streets. In 2019, minimum parking requirements were also removed in parts of the Midtown and Downtown East neighborhoods.	Implemented	City Center/Business District, Transit Oriented	All Uses		June 21, 2022 at 11:59:44 AM PDT	2320268
282	Chicago	IL	US	There are no minimum parking requirements for certain nonresidential uses within the Downtown Zoning District, which are also subject to specific maximum requirements. In certain districts (B,C, or D), the minimum parking requirement for residential uses may be reduced by 50% if the property is within 1,320 feet of a CTA rail station, a Metra rail station, OR along a high frequency bus line corridor, or 2,640 feet of other specified bus line corridors that is also along a designated 'pedestrian street or a 'pedestrian retail street'. In other districts (B,C, D or M), the minimum parking requirement for non-residential uses may be reduced by 50% if the property is within 1,320 feet of a CTA rail station, a Metra rail station, OR along a high frequency bus line corridor, or 2,640 feet of other specified bus line corridors that is also along a designated 'pedestrian street or a 'pedestrian retail street'. The parking may be reduced by 100% if it is approved as a special use.	Implemented	Transit Oriented, City Center/ Business District	Commercial, Residential		June 24, 2022 at 12:01:15 PM PDT	2693976
283	Toronto	ON	CA	On December 15, 2021 Toronto repealed car parking mandates citywide for all uses.	Implemented	Citywide	All Uses	Dec 15, 2021	June 27, 2022 at 12:53:42 PM PDT	2731571
284	Connecticut	CT	US	Connecticut adopted Public Act 21-29, a statewide zoning reform law that reduces minimum parking mandates, among numerous other reforms. In May 2020, Governor Ned Lamont, as part of a pandemic response executive order, temporarily suspended statewide parking requirements for existing restaurants, allowing them to utilize their parking lots for outdoor dining.	Implemented	Regional	Residential		June 27, 2022 at 1:33:32 PM PDT	3552821

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285	Los Angeles	CA	US	The Cornfield Arroyo Specific Plan, passed in 2012, has no minimum parking requirements for projects in the area.	Implemented	City Center/Business District	All Uses		May 17, 2022 at 11:29:55 AM PDT	3979576
286	Oregon	OR	US	In July 2022, Oregon's Land Conservation and Development Committee adopted permanent rules which will require 61 cities in the state's 8 metro regions to eliminate parking mandates near high frequency transit service by 1/1/2023. Additional rules will require more comprehensive reforms in following years. HB2001, passed in 2019, legalized "missing middle" housing types – such as duplexes, fourplexes, and townhomes – in medium and large cities statewide. The new rules implementing the law "hold mandatory parking ratios at or below one parking space per home." HB2001 rules apply to any city with a population greater than 10,000 people and to any city in a metro area with more than 1,000 people. Approximately 58 Oregon cities fall under this definition. Medium cities had to comply by 6/30/2021 and Large cities must comply by 6/30/2022. Additionally, ADUs are legal, statewide, and cities may not require parking for ADUs.	Passed	Regional, Transit Oriented	All Uses	May 19, 2022	July 25, 2022 at 10:05:40 AM PDT	4028977
287	New Zealand	NZ	NZ	The National Policy Statement - Urban Development (NPS UD) required councils to remove provisions for a minimum number of on-site car parks from district plans through a non-notified process, to allow more intensive urban development with less space taken up by car parks, leading to better utilisation of urban land.	Implemented	Regional	All Uses	Jul 23, 2020	June 27, 2022 at 1:34:08 PM PDT	5122600
288	New York City	NY	US	NYC consists of 5 boroughs with over 8 million people. NYC has no parking minimums in most of Manhattan, and reduced requirements (with no requirement for certain types of housing) in several other dense neighborhoods around the city.	Implemented	City Center/Business District, Transit Oriented	All Uses		May 24, 2022 at 2:40:41 PM PDT	8336817
289	Mexico City	DF	MX	Mexico City eliminated parking minimums in July 2017. Previous minimum requirements became parking maximums. Developers must pay in-lieu fees for parking in excess of 50% of the parking maximums.	Implemented	Citywide	All Uses	Jul 1, 2017	May 17, 2022 at 10:23:59 AM PDT	8918653
290	California	CA	US	AB2097, signed into law in September 2022, prohibits cities and counties from enforcing parking mandates within 1/2 mile of high quality transit service. There are avenues for city's to enforce multi-family residential mandates on a case-by-case basis, but also a backup exemption for developments which include affordable housing. Previous California laws limited local parking mandates. Senate Bill 35, adopted in 2017, has streamlined the approval of thousands of affordable homes near transit. The law grants these projects relief from local parking mandates. Senate Bill 9 signed into law in 2021, makes it legal statewide to build up to four homes on most lots that are currently zoned for single-family homes only. Cities cannot require more than one parking space per home for projects built under the law.	Implemented	Regional, Transit Oriented	All Uses		September 23, 2022 at 12:19:47 PM PDT	39700000

Adam Finestone

From: Don Zech <dzech@cdccommercial.com>
Sent: Monday, June 26, 2023 11:56 AM
To: Adam Finestone
Subject: RE: EVSP - former pill hill area

Adam,

I have submitted this to the EVSP comment page on the website but also thought I would submit directly to you. I try to keep my nose out of politics and government as much as possible but I really think this might be the only way to gain success on the old pill hill site (East of the old hospital between Grand and Valley) otherwise it will likely be another century of specific planning documentation and status quo (for the next generation of brokers and developers and planners!).

I have been a commercial real estate broker in Escondido for over 38 years. I have leased and sold and represent many many owners within the East Valley District. I appreciate the work that has been done on the EVSP and understand that it is necessary so as to meet the complex rules, regulations and bureaucracy that is government. However, the sector east of the old hospital and bordered by Valley and Grand on the North and south is a thorny urban planning issue. You have mixed use of old residential and old medical/professional that was supposed to overgrow the old residential 40 to 50 years ago. Now you have VERY old residential and obsolete office that has no hope for future growth because of the relocation of the Hospital and declining demand for offices in general. Small single-lot residences (including 1-4 multifamily) are at all-time highs in pricing, making their tear-down for redevelopment prohibitive. All of the above leads to a conundrum that is next to impossible to solve through planning documents and policy statements. I have given this a great deal of thought and looked outside of our marketplace for solutions and I think I have found one that works and I believe with some effort could be accomplished in Escondido. I leave the details to those with Urban planning backgrounds but the simplistic answer is that exponential density be granted for assemblage. For example, if a single lot allows for a single unit, two lots would allow for 4 units and 3 lots allow for 8 units etc.. Furthermore, you could designate a couple of streets for shopkeeper units and maybe some for row homes. The advantage of this plan is that it incentivizes a developer to overpay on small lots because they make up for it in density. The City controls the density and therefore in concert with developers can determine how much density has to be given to make it valuable enough for a developer to buy out everyone needed and sell the units for a profit. Something similar to this is being floated in San Marcos for their San Marcos Creek project, except in their case they are giving the density bonus to incentivize the developers to pay for the large amount of infrastructure improvements needed to create the Creekside project for the City.

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