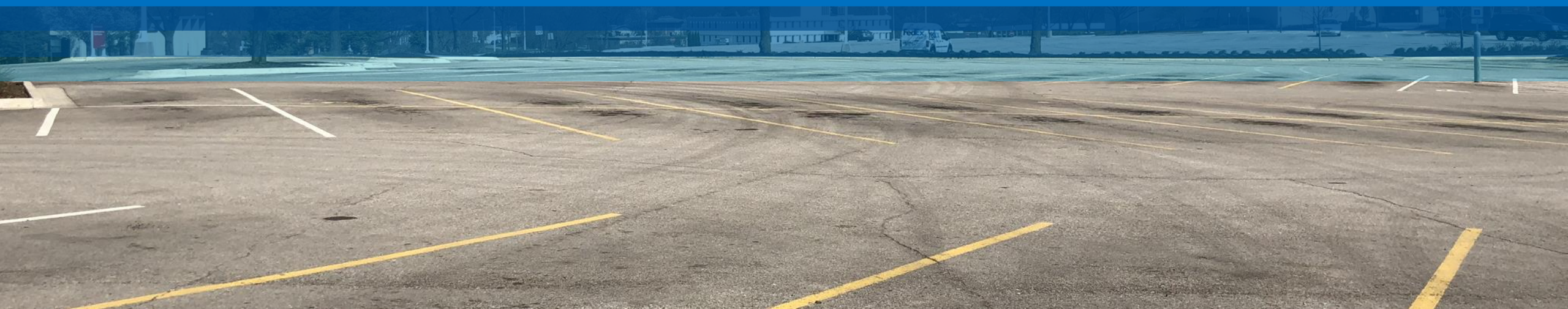


Modernizing Lincoln's Commercial Parking



Proposal

- Elimination of automobile parking minimums for most commercial and industrial zoning districts.
 - All districts that require a Use Permit: B-2, B-5, O-3, I-3, R-T
 - All “H” and “I” districts
- Maintaining existing minimum parking requirements in residential districts and commercial district typically found in close proximity to neighborhoods.
 - R-1 through R-8, B-1, B-3, O-2

What are Lincoln's goals with parking modernization?

- **Promote economic development** by allowing enhanced flexibility and potential cost savings for businesses when developing a site
- **Allow for more market driven parking decisions**
 - Parking for automobiles in commercial and industrial districts would be primarily determined by market needs
- **Continue to support parking requirements near residential areas**

What are Lincoln's goals with parking modernization?

- **Encourage redevelopment** of vacant or underutilized sites, including underutilized parking lots
 - PlanForward 2050 goal of 12,000 infill units by 2050
- **Remove barriers to compact development**, reducing the “urban sprawl” effect over the long term
- **More efficient use of existing city infrastructure**, such as roads, sewer and water

Today there are automobile parking requirements for all zoning districts outside of Downtown.

There are also special parking uses that have additional standards.

**Figure 27.67.020
PARKING MATRIX**

Zoning Districts	Parking Spaces Required											
	Single- and Two-Family Dwellings				Multiple Family Dwellings (c)		Office/Retail/Commercial Uses				Industrial Uses	
	0.5 per dwelling unit	1 per dwelling unit	1.75 per dwelling unit	2 per dwelling unit	1 per dwelling unit	1.5 per dwelling unit	2 per 3 persons on max. shift or 1 per 1,000 sq. ft. a	1 per 600 sq. ft.	1 per 500 sq. ft.	1 per 300 sq. ft.	1 per 150 sq. ft.	2 per 3 persons on maximum shift or 1 per 1,000 sq. ft. a
R-T		•			•					•		
O-1	O-1 District: There is no required parking in the O-1 District.											
O-2		•			•					•		
O-3		•			•					•		
B-1		•			•					within 300'		
B-2		•			•					within 300'		
B-3		within 300'			within 300'			within 300'				
B-4	B-4 District: There is no required parking in the B-4 District.											
B-5		•			•					•		
H-1											•	
H-2								within 300'				
H-3										within 300'		
H-4										within 300'		
I-1							within 300'					within 300'
I-2							within 300'					within 300'
I-3										•		•

Current Conditions

Parking requirements can be reduced in some situations, but it often requires action from Planning Commission and City Council.

This process can be time consuming and costly for developers/landowners, city staff, and public officials.

Excess parking has resulted in...

- Increased development costs
- Long-term urban sprawl as development footprints were increased to accommodate expansive parking lots
 - Wider distances for streets and utilities leading to higher construction and maintenance costs, longer trips, more carbon emissions
- Commercial districts that are unfriendly to pedestrians and bicyclists
- Heat islands

Parking modernization is envisioned in the 2050 Lincoln-Lancaster County Comprehensive Plan

Policy 11: Parking Requirements

Eliminate or reduce minimum parking requirements in additional zoning districts (beyond B-4 Downtown) and include conditions that minimize the impact on neighboring properties.



Lincoln-Lancaster County
2050 Comprehensive Plan

In recent years cities across the country have eliminated parking requirements.

Buffalo, NY

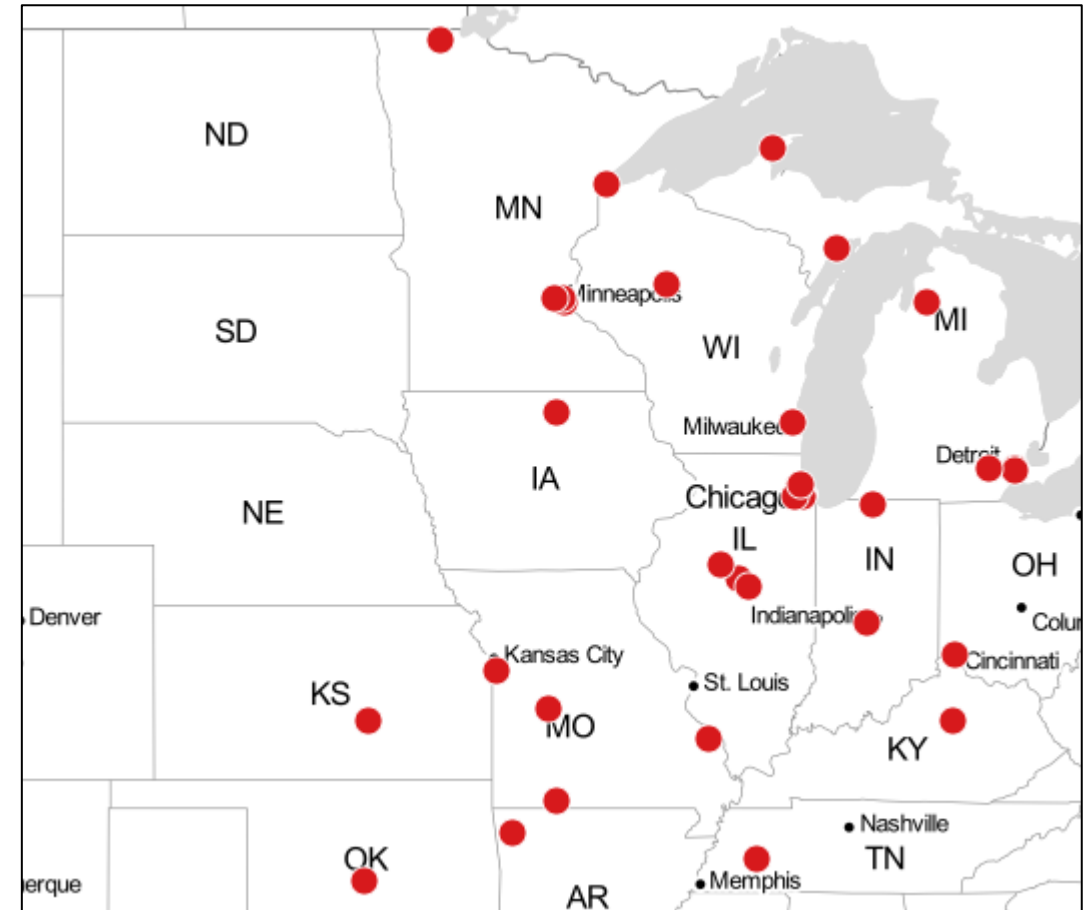
Fayetteville, AR

Lexington, KY

Ann Arbor, MI

South Bend, IN

Minneapolis & St Paul, MN



parkingreform.org

Fayetteville, AR

- Enacted parking reform in 2015
- Eliminated parking minimum requirements for non-residential uses
- Added parking maximums
- Require parking analysis for developers to demonstrate that they are providing adequate on-site parking



Fayetteville, AR

- Resulted in several “problem properties” in the core being redeveloped
- Overall has been “anti-climactic” – in general the reductions in supplied parking have been incremental
- They view parking reform as a long-term process



Buffalo, NY

- Enacted parking reform in 2017
- Eliminated parking minimum requirements citywide for all uses
- Certain development proposals are required to submit a travel demand management plan to address how they will meet parking demand



Buffalo, NY

- Initial results published in the Journal of the American Planning Association (JAPA)
- 47% of major developments (17 projects) included fewer parking spaces than previously permissible
 - 1,014 fewer parking spaces
- Aggregate spaces from single-use projects exceeded the previous minimum requirements



“H” & “I” Districts

- With this new proposal, “H” and “I” zoning districts would not have a minimum amount of required parking spaces

Use Permit Districts

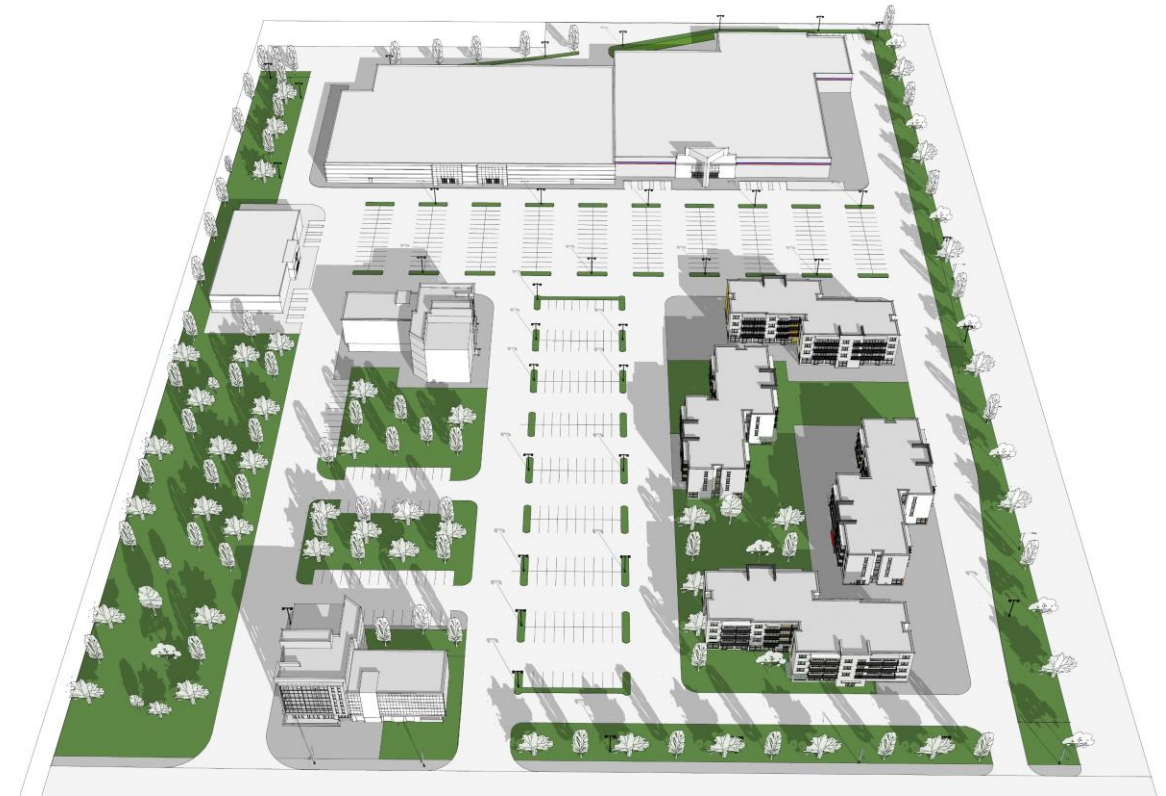
- With this new proposal, Use Permits would not have a minimum amount of required parking spaces
- Planning Commission / City Council would still provide final approval of these site plans

Districts Maintaining Parking Requirements

R-1 through R-8 Residential Districts, B-1 Local Business District, B-3 Commercial District, O-2 Suburban Office District

- These districts are residential or generally located near residential areas.
- They are not part of the current parking proposal

Redevelopment Example



Before

- Commercial: 253,000 sf
- Parking: 1,012 stalls

After

- Commercial: 172,000 sf
- Residential: 224 units
- Parking: 551 stalls

What are the Expected Results?

- Lower development costs
- Lincoln today is a car-focused environment – most businesses will continue to provide on-site parking
- Creation of additional pad site opportunities in commercial centers
- Businesses may expand their building footprint into underutilized parking lots instead of relocating

What are the Expected Results?

- Some sites within the city with limited parking ability may be redeveloped
- Biggest impact will be long-term, after multiple decades of smaller parking lots
- Shorter automobile trips and reduced carbon emissions
- More vibrant urban environment that supports multiple modes of transportation



Final Points

- Approximately 95% of commercial and industrial acreage in Lincoln is included in this proposal
- Allows the private sector to be in control of the parking on their property
- Modernizing parking will allow for lower costs for developers, owners, tenants and businesses
- Added efficiencies of city infrastructure provides opportunities to invest in further growth

Modernizing Lincoln's Commercial Parking

