



**Lewiston Planning & Zoning Commission  
REGULAR MEETING AGENDA  
December 11, 2024 - 5:30 PM  
Bell Building – Second Floor Conference Room – 215 D Street  
Lewiston, Idaho 83501**

Seating will be available on a first-come, first-served basis.

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**I. CALL TO ORDER**

**II. CITIZENS COMMENTS**

An opportunity for citizens to address the Commission with comments and/or questions about Planning and Zoning Commission-related matters that are not a public hearing action item on this agenda. Citizens are asked to limit their time to three (3) minutes each.

**III. ACTIVE AGENDA**

**A. APPROVAL OF NOVEMBER 13, 2024 MEETING MINUTES (ACTION ITEM)**

**B. PUBLIC HEARING FOR ZONING CODE AMENDMENT, ZA-03-24 (ACTION ITEM): :**

The Commission will consider initiation of Zoning Code amendments recommended by the Comprehensive Plan Work Plan Development Committee. Such amendments would add a requirement for an outdoor recreation area to be provided for multi-family development in residential and mixed-use zones, to add flexibility to uses permitted in the R-4 Zone, to decrease the maximum allowable building height in the R-4 Zone, and to add multi-family residential as a conditional use in the C-6 Zone. - Action Item

**C. ZONING CODE AMENDMENT, ZA-04-24: SMALL LOT DEVELOPMENT STANDARDS AMENDMENTS (ACTION ITEM)::**

City Council heard a request from a developer to eliminate certain design standards from Lewiston City Code Sec 37-33, Small lot or zero lot line development. City Council initiated a zoning code amendment at its October 28, 2024 meeting. The Planning and Zoning Commission will consider possible amendments before scheduling a public hearing. - Action Item

**D. INITIATION OF ZONING CODE AMENDMENT ZA-05-24: OFF STREET PARKING REQUIREMENTS (ACTION ITEM)::**

The Comprehensive Plan Work Plan Development Committee has recommended that the city pursue implementing a reduction in minimum required off-street parking spaces required and a maximum number of off-street parking spaces allowed for all land uses. The Commission will consider initiation of related Zoning Code amendments to be further considered at public hearing at a later date. - Action Item

**E. INITIATION OF ZONING DISTRICT BOUNDARY CHANGE (ZONING MAP AMENDMENT/REZONE), ZNC24-5: REZONE PROPERTIES ALONG 21<sup>ST</sup> STREET AND THAIN ROAD CORRIDORS AND IN AND NEAR THE SUNSET NEIGHBORHOOD FROM R2 AND R2A TO R3 AND R4 (ACTION ITEM)::** The

Comprehensive Plan Work Plan Development Committee has recommended that the city pursue rezoning (upzoning) of currently zoned R2 and R2A properties to R3 and R4 along the 21<sup>st</sup> Street and Thain Road corridors and in and near the Sunset Neighborhood. The Commission will consider initiation of related Zoning Map amendments to be further considered at public hearing at a later date.

- Action Item

**IV. STAFF-COMMISSION COMMUNICATIONS**

- A. QUERY OF COMMISSIONERS TO ATTEND THE JANUARY 8, 2025 MEETING:** The next regularly scheduled meeting falls on December 25, 2024. The Commission has cancelled that meeting. Query of Commissioners to attend the following regularly scheduled meeting of January 8, 2025, at which the Commission shall elect a Chairperson and Vice Chairperson for the year 2025. - Presentation

**V. ADJOURNMENT - Action Item**

The City of Lewiston is committed to providing access and reasonable accommodation in its services, programs, and activities and encourages qualified persons with disabilities to participate. If you anticipate needing any type of accommodation or have questions about the physical access provided at this meeting, please contact Nikki Province, ADA Coordinator, at least forty-eight (48) hours in advance of the meeting at 208-746-3671 x 6211.

November 13, 2024

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The LEWISTON PLANNING AND ZONING COMMISSION met in the Community Development Department Second Floor Conference Room at 215 "D" Street. Chair Ball called the meeting to order at 5:30 p.m.

**I. CALL TO ORDER**

*COMMISSIONERS PRESENT:* Cynthia Ball, Chair; Gabriel Iacoboni, Vice Chair; Maureen Anderson; Shaunita Cable; Kathy Branson via Zoom at 6:00 pm;

*COMMISSIONER EXCUSED:* Kevin Kelly; Emily Wolf;

*STAFF MEMBERS PRESENT:* Joel Plaskon, City Planner; Katie Hollingshead, Assistant Planner; Dawn Ortiz, Community Development Office Supervisor; Jennifer Tengono, City Attorney; Mark Weigand, City Surveyor

**II. CITIZEN COMMENTS**

Mark Steiner, Lewiston Id stated he would like section 37-33 of City Code amended. Developers should not be forced to install recreation areas or aesthetic aspects of the construction.

Ryan Higgins, Clarkston Wa, but has a business located in Lewiston. Higgins team has sold several Quality Design Homes and their role has been to help offer affordable housing. To do that we have developed a floor plan that provides owners with specific features and still keeping cost down. The current small lot development standards force builders into a floor plan that lacks all those features and remains affordable.

Dan Yonge, Lewiston Id stated that outdoor recreation will cause rent to increase and the 5% is too much to ask for a recreation area/green space.

Jeremy Edwardson, Lewiston Id stated there is a major shortage of affordable housing in Lewiston. Any regulations to developers just makes it worse. Require outdoor recreation area will cause rent to increase and cause the chance of apartment building being built to decrease. Design choices should be left up to the builders and what the owners will want.

**III. APPROVAL OF OCTOBER 23, 2024 MEETING MINUTES (ACTION ITEM)**

Commissioner Anderson and Vice Chair Iacoboni moved and seconded, respectively, approval of the October 23, 2024 meeting minutes as written. The motion carried 3-0-1 with Commissioner Cable abstaining.

**IV. PRELIMINARY PLAT: SKYVIEW ESTATES PHASE IV. (ACTION ITEM):**

City Surveyor Mark Weigand verbally summarized the request for the Planning and Zoning Commission.

Commissioners asked clarification questions regarding the definition of street frontage requirements to city staff.

Commissioners Anderson and Cable moved and seconded, respectively, to recommend approval of the Skyview Estates, Phase IV preliminary plat, and Reasoned Statement to the City Council. The motion carried 4-0.

**V. ZONING CODE AMENDMENT INITIATION, ZA-03-24 (ACTION ITEM):**

Staff Plaskon verbally reviewed the zone code changes recommended by the Comprehensive Plan Work Plan Development Committee that was appointed by the City Council. The Commission expressed informal approval of the recommended amendments to the R4 Zone for expanding allowable uses and the recommended addition of multi-family residential uses not on the ground floor of buildings in the C6 Zone. The Commission debated about and deliberated over the recommended addition of requiring recreational areas for new multi-family residential developments. Commissioners discussed different existing apartment complex locations in Lewiston that have green space or recreation space already and compared those to the zoning code amendments recommended by the Committee.

As related to the recommended addition of requiring recreational areas for new multi-family residential developments, staff informed the Commission that the Bloom Apartment Complex on 17<sup>th</sup> Street was required to put in an outdoor recreation area consisting of a pavilion, paved basketball court and picnic tables as a requirement of the Conditional Use Permit associated with that project. In the end, the Commission decided that this recommended recreation area requirement was a worthy benefit for the good of residents of apartment complexes in the city.

The Commission also discussed and liked the idea of establishing the Comprehensive Plan Work Plan Development Committee's recommendation to establish transition zoning between commercial residential zones along the 21<sup>st</sup> Street and Thain Road

corridors and the Committee's recommended from R2 to R3 (upzoning) in and near the Sunset neighborhood.

Vice Chair Iacoboni and Commissioner Anderson moved and seconded, respectively, to initiate Zoning Code amendments recommended by the Comprehensive Plan Work Plan Development Committee, as presented by staff and generally represented by the Commission's discussion herein above. The motion carried 5-0.

**VI. ZONING CODE AMENDMENT WORKSHOP FOR ZA-04-24: SMALL LOT DEVELOPMENT STANDARDS AMENDMENTS. (ACTION ITEM):**

Staff Hollingshead stated City Council initiated zoning code amendments for ZA-04-24.

Dan Yonge, Lewiston Id provided photo examples of previously constructed duplexes in the city and compared them to photos of townhomes he would like to build. Mr. Yonge verbally reviewed the current standards for small lot development and how it would be difficult to meet those standards. Mr. Yonge then verbally reviewed the code changes he is asking for and that he provided to the Commission. He would have a hard time selling a house built to the current small lot development design standards but would be able to market and sell a house to ones built to the standards he was asking for.

Commissioners asked clarifying questions from Mr. Yonge on photos provided regarding the placement of trees, shrubs, garages and water/sewer lines.

Staff Plaskon stated that small lot development is an option chosen by the developer and that it is not a requirement for all developments. Most of what is in the staff draft is in the current code. The draft would simply turn the design standards list into a "shopping list" for developers to choose from, instead of the current code which requires all of the design standards to be met by developers. It would also decrease the number of design standards that would have to be met from six to five and would allow the developer that asked for related code amendments to develop his lots the way that he wanted to, without having to comply with those of the design standards he didn't want to have to meet.

Commissioner Cable asked why R1, R2 and R3 zones didn't have design standards like small lot development.

Staff Plaskon stated small lot development is a choice the developer can choose to get smaller lots.

Staff Hollingshead stated that small lot development was developed as choice instead of planned unit development. In order to get the small lot you would be required to have design standards. Staff Hollingshead then verbally reviewed small lot design standards, and provided the Commission with photo examples of the standards and standards from other jurisdictions.

Commissioners discussed different options for design standards. Commissioners directed staff to proceed with those presented in the staff draft, plus two additional design standards to add to the “shopping list” that developers could choose from and to bring the draft back to the Commission for a final review prior to the Commission formally initiating the related code amendments and then later conducting their public hearing on the matter.

**VII. STAFF-COMMISSION COMMUNICATIONS**

**A. Query of Commissioners for the November 27, 2024 meeting**

The Commission canceled the November 27, 2024 meeting due to the Thanksgiving holiday.

Staff Hollingshead stated the December 11, 2024 meeting might be fuller as the seconded meeting in December is scheduled on Christmas and City Offices will be closed. The Commission decided to cancel there regularly scheduled 12/25/24 meeting due to the Christmas holiday.

**VIII. ADJOURN**

There being no further business, Vice Chair Iacoboni and Commissioner Anderson moved and seconded, respectively, to adjourn. The motion carried 5-0 and the Planning and Zoning Commission meeting adjourned at approximately 7:41 p.m.

RESPECTFULLY SUBMITTED,

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Dawn Ortiz,  
Recording Secretary

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Chairperson or Acting Chairperson  
Planning and Zoning Commission

Approved this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

# NOTICE OF PUBLIC HEARING

**NOTICE IS HEREBY GIVEN that the Lewiston Planning and Zoning Commission will conduct a public hearing at which you may provide comments/testimony on**

**Wednesday December 11, 2024 at 5:30 pm.**

**COMMUNITY DEVELOPMENT DEPARTMENT BUILDING  
2<sup>ND</sup> FLOOR MEETING ROOM,  
215 D STREET LEWISTON, ID 83501**

*Seating will be available on a first-come, first-served basis.*

This public hearing will be to determine approval or denial of the following proposal:

**ZONING CODE AMENDMENT, ZA-03-24 (ACTION ITEM):** The Commission will consider recommending to the City Council approval or denial of Zoning Code amendments recommended by the Comprehensive Plan Work Plan Development Committee. Such amendments would reduce the minimum required lot area and width in the R-3 Zone, add a requirement for an outdoor recreation area to be provided for multi-family development in residential and mixed-use zones, add flexibility to uses permitted in the R-4 Zone, reduce the maximum allowable building height in the R-4 Zone, decrease the maximum allowable building height in the R-4 Zone, and add multi-family residential as a conditional use in the C-6 Zone.

**FOR FURTHER INFORMATION ABOUT THIS PROPOSAL** contact Joel Plaskon at the Community Development Department at [jdplaskon@cityoflewiston.org](mailto:jdplaskon@cityoflewiston.org) or (208) 746-1318, ext. 7202.

**Submission of Written Comments/Testimony:** To ensure that written comments can be forwarded to the Planning and Zoning Commission and relevant city staff prior to the hearing, please submit comments/testimony no later than **5:00 p.m. on Tuesday December 10, 2024** by: Emailing [dortiz@cityoflewiston.org](mailto:dortiz@cityoflewiston.org) or mailing to: Dawn Ortiz, Community Development Department, PO Box 617, Lewiston, ID 83501.

**Comments/Testimony for public hearings may also be given in-person at the meeting, during the public hearing.**

**Public Hearing notice publication date: Sunday November 24, 2024.**

The City of Lewiston is committed to providing access and reasonable accommodation in its services, programs, and activities and encourages qualified persons with disabilities to participate. If you anticipate needing any type of accommodation or have questions about the physical access provided at this meeting, please contact the meeting coordinator, Dawn Ortiz, at least forty-eight (48) hours in advance of the meeting at [dortiz@cityoflewiston.org](mailto:dortiz@cityoflewiston.org) or (208) 746-1318, ext. 7265.

Commissioner Anderson and Vice Chair Iacoboni moved and seconded, respectively, approval of the October 23, 2024 meeting minutes as written. The motion carried 3-0-1 with Commissioner Cable abstaining.

**IV. PRELIMINARY PLAT: SKYVIEW ESTATES PHASE IV. (ACTION ITEM):**

City Surveyor Mark Weigand verbally summarized the request for the Planning and Zoning Commission.

Commissioners asked clarification questions regarding the definition of street frontage requirements to city staff.

Commissioners Anderson and Cable moved and seconded, respectively, to recommend approval of the Skyview Estates, Phase IV preliminary plat and Reasoned Statement to the City Council. The motion carried 4-0.

**V. ZONING CODE AMENDMENT INITIATION, ZA-03-24 (ACTION ITEM):**

Staff Plaskon verbally reviewed the zone code changes recommended by the Comprehensive Plan Work Plan Development Committee that is assigned by the City Council. Staff also stated that the Bloom Apartment Complex on 17<sup>th</sup> was required to put in an outdoor recreation area consisting of a pavilion, paved basketball court and picnic edges that were a requirement of the Conditional Use Permit associated with that project.

Commissioners discussed different existing locations in Lewiston that have green space or recreation space already and compared to new zone code amendments. Also transitioning from commercial zone to residential zones.

Vice Chair Iacoboni and Commissioner Anderson moved and seconded, respectively, to initiate Zoning Code amendments recommended by the Comprehensive Plan Work Plan Development Committee to add an outdoor recreation area section to the R-3 Zone, to amend sections of the R-4 Zone adding flexibility to uses permitted and to decrease the maximum allowable building height, and to add multi-family residential as a conditional use to the C-6 Zone. The motion carried 5-0.

**VI. ZONING CODE AMENDEMENT WORKSHOP FOR ZA-04-24: SMALL LOT DEVELOPMENT STANDARDS AMENDMENTS. (ACTION ITEM):**

Staff Hollingshead stated City Council initiated zoning code amendments for ZA-04-24.

Dan Yonge, Lewiston Id provided photo examples of previous constructed duplexes that meet the current small lot developments and compared them to photos of duplexes

### Sec. 37-45. Lot size.

In an R-3 zone, the minimum lot size shall be as follows:

- (1) Lot area shall be a minimum of six thousand (6,000) square feet plus an additional ~~two~~one thousand five hundred (~~21~~1,500) square feet for each dwelling unit over one (1).
- (2) Lot width shall be a minimum of sixty (~~65~~0) feet.
- (3) Lot depth shall be a minimum of eighty (80) feet.

### Sec. 37-50. R-4 higher density residential zone.

- (a) *Purpose.* To accommodate a compatible mixture of higher density residential uses with limited options for scattered, small-scale, low-impact neighborhood service businesses. Such areas are generally in proximity to major community facilities, employers, arterials and commercial developments. ~~Such uses and~~ generally serve as transition or buffer zones between major arterials or more intensively developed areas and residential districts.

(Ord. No. 4108, § 2, 8-15-94; Ord. No. 4249, § 20, 10-25-99)

### Sec. 37-51. Uses permitted outright.

In an R-4 zone the following uses and their accessory uses are permitted outright subject to the provisions of article IV:

- (1) Bed and breakfast facilities, subject to the special conditions of section 37-13.1(1) of this Code;
- (2) Church, subject to the special conditions of section 37-20.1(2) of this Code;
- (3) Class A manufactured home;
- (4) Commercial uses legally established as of December 31, 2004, and which have maintained a valid business ~~license and occupation permit;~~
- (5) Family day care, subject to the special conditions of section 37-13.1(2) of this Code;
- (6) ~~Hospital;~~ Group day care, subject to the special conditions of section 37-13.1(3) of this Code;
- (7) Intermediate care facility, subject to the special conditions of section 37-44.1(1) of this Code;
- (8) Long-term care facility, subject to the special conditions of section 37-44.1(2) of this Code;
- (9) Manufactured home park, subject to the provisions of chapter 23 of this Code, with a maximum density of eighteen (18) dwelling units per acre;
- (10) Mortuary, subject to the special conditions of section 37-20.1(1) of this Code;
- (11) Multifamily dwelling, meeting the standards of section 37-124.1 of this Code;
- (12) School, subject to the special conditions of section 37-20.1(3) of this Code;
- (13) Single-family dwelling;
- (14) Small lot development subject to the requirements of section 37-33 of this Code, standards for small lot development;
- (15) Tiny house village, subject to the provisions of chapter 23 of this Code, with a maximum density of eighteen (18) dwelling units per acre;

- (16) Two-family dwelling.

(Ord. No. 4108, § 2, 8-15-94; Ord. No. 4161, § 6, 7-1-96; Ord. No. 4249, § 21, 10-25-99; Ord. No. 4385, § 9, 2-14-05; Ord. No. 4386, § 4, 2-14-05; Ord. No. 4433, § 5, 1-9-06; Ord. No. 4499, § 2, 1-28-08; Ord. No. 4676, § 18, 11-28-16; Ord. No. 4841, § 10, 11-14-22)

## Sec. 37-52. Conditional uses permitted.

In an R-4 zone, the following uses and their accessory uses are permitted when authorized in accordance with the standards and requirements in articles IV and IX:

- (1) Repealed by Ord. No. 4742.
- (2) Day care center, subject to the special conditions of section 37-20.1(5) of this Code;
- (3) ~~Dormitory, subject to the special conditions of section 37-44.1 of this Code;~~
- (4) ~~Group day care, subject to the special conditions of section 37-13.1(3) of this Code; Eating and drinking establishment. Qualification for an eating and drinking establishment in the R-4 Zones is contingent upon it being small scale and neighborhood oriented with no drive-thru service;~~
- (5) Intensification, or expansion of commercial uses of ten (10) percent of the building area or more which were legally established and licensed for business and occupation;
- (6) ~~Noncommercial kennel, subject to the commercial kennel standards of section 37-163(15) of this Code;~~
- (7) Personal service uses;
- (8) Professional offices, except medical, dental, and banking services;
- (9) Preschool, subject to the special conditions of section 37-20.1(6) of this Code;
- (810) ~~Public use, or any use conducted by a private company or nonprofit organization that is substantially the same as or substantially similar to a use normally conducted by a public agency. Other limited commercial uses that are consistent with the purpose of the R-4 zone and are not detrimental to any of the outright permitted uses or other existing conditional uses or to nearby residential uses;~~
- (911) Re-establishment of a commercial use which was legally established but where the business and occupation license has lapsed for a period not to exceed one (1) year;
- (102) Replacement of a nonconforming residential use not located abutting a principal or minor arterial street, as identified in the Lewiston Comprehensive Transportation Plan, subject to setback and yard requirements of the R-2 zone;
- (113) Semi-public use, or any use conducted by a private company or nonprofit organization that is substantially the same as or substantially similar to a use normally conducted by a semi-public agency.

## Sec. 37-53. Lot size.

In an R-4 zone, the minimum lot size shall be as follows:

- (1) Lot area shall be a minimum of five thousand (5,000) square feet plus an additional one thousand six hundred (1,600) square feet per dwelling unit over one (1).
- (2) Lot width shall be a minimum of fifty (50) feet.
- (3) Lot depth shall be a minimum of eighty (80) feet.

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(Ord. No. 4108, § 2, 8-15-94; Ord. No. 4499, § 2, 1-28-08; Ord. No. 4531, § 5, 7-13-09; Ord. No. 4676, § 19, 11-28-16)

### **Sec. 37-54. Yards.**

Except as provided in article VIII, in an R-4 zone minimum yard requirements shall be as follows:

- (1) A front yard shall be a minimum of twenty (20) feet or thirty-five (35) feet from the centerline of the street, whichever is greater.
- (2) A side yard shall be a minimum of five (5) feet and the total of both side yards shall be a minimum of fifteen (15) feet, except that on corner lots the side yard on the street side shall be a minimum of fifteen (15) feet from the property line or thirty-five (35) feet from the centerline of the street, whichever is greater.
- (3) A rear yard shall be a minimum of twenty (20) feet.
- (4) Side and rear yards shall be increased by one (1) foot for each foot by which a building exceeds a height of thirty-five (35) feet. A front yard shall be increased by one (1) foot for each two (2) feet by which a building exceeds thirty-five (35) feet.
- (5) Two-family dwelling units constructed as a use permitted outright in this zone and constructed so as to share a common or adjoining side wall shall be allowed to legally split into two (2) minimum five thousand (5,000) square foot lots, provided the front and rear setbacks are in compliance with this chapter and the side yard opposite the zero-lot line shall be a minimum of fifteen (15) feet. In no case shall the minimum width of the zero-lot line lot be less than fifty (50) feet nor the depth less than eighty (80) feet.

(Ord. No. 4108, § 2, 8-15-94; Ord. No. 4676, § 20, 11-28-16)

### **Sec. 37-55. Lot coverage.**

In an R-4 zone, buildings shall not cover more than fifty (50) percent of the lot.

(Ord. No. 4108, § 2, 8-15-94; Ord. No. 4676, § 21, 11-28-16)

### **Sec. 37-56. Height of buildings.**

In an R-4 zone no building shall exceed a height of sixty (~~60~~50) feet.

(Ord. No. 4108, § 2, 8-15-94)

### **Sec. 37-57. Reserved.**

#### **Sec. 37-57.1. MXD-NL North Lewiston mixed use development zone.**

*Purpose.* To foster mixed use development of a variety of commercial, industrial and residential uses in North Lewiston, utilizing development standards to protect abutting uses.

(Ord. No. 4283, § 3, 4-9-01)

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## Sec. 37-57.2. Uses permitted outright.

In the North Lewiston mixed use development (MXD-NL) zone, the following uses and their accessory uses are permitted when authorized in accordance with the provisions of articles IV and IX:

- (1) Auto, boat, truck, recreational vehicle rental, sales and service;
- (2) Building supply outlet;
- (3) Business or professional offices;
- (4) Car wash;
- (5) Class A manufactured home;
- (6) Commercial or industrial laundry and dry cleaners;
- (7) Concrete or concrete products manufacturing;
- (8) Eating or drinking establishments;
- (9) Financial institutions;
- (10) Greenhouses and nurseries;
- (11) Heavy equipment sales;
- (12) Heavy equipment service subject to development standards;
- (13) Hotels or motels;
- (14) Industrial parks;
- (15) Keeping of livestock on lots where the predominant use on the property is residential, subject to the standards of sections 37-195 through 37-199 of this Code;
- (16) Manufactured home park, subject to the provisions of chapter 23 of this Code, with a maximum density of eighteen (18) dwelling units per acre;
- (17) Manufacturing, processing, assembly and distribution, except a use specifically listed as a conditional use in an M-1, M-2 or P zone, subject to development standards;
- (18) Office parks;
- (19) Personal services;
- (20) Public use, or any use conducted by a private company or nonprofit organization that is substantially the same as or substantially similar to a use normally conducted by a public agency;
- (21) Recreational vehicle park, subject to the standards of chapter 23 of this Code;
- (22) Retail sales and service;
- (23) Single-family, two-family, or multifamily residential, subject to the lot size requirements of the R-4 higher density residential zone, and multi-family residential shall be subject to the provisions of the standards of section 37-124.1 of this Code;
- (24) Repealed by Ord. No. 4742.

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- (25) Tiny house village, subject to the provisions of chapter 23 of this Code, with a maximum density of eighteen (18) dwelling units per acre;
  - (26) Truck terminals;
  - (27) Veterinary clinic or kennel;
  - (28) Warehousing and mini-storage, subject to development standards.

Sec. 37-49. Reserved. Sec. 37-93.7. Reserved.

### **Sec. 37-93.2. Uses permitted.**

- (a) *Area A.* In the Bryden Avenue Special Planning Area A the following uses and their accessory uses are permitted outright subject to standards of article IV of this chapter:

#### **Planning Area A**

- (1) Single-family dwellings.
- (2) Two-family dwellings.
- (3) Multifamily dwellings meeting the standards of section 37-124.1 of this Code.
- (4) Professional offices.
- (5) Bed and breakfast type lodging, limited to six (6) guestrooms.
- (6) Retail sales, not including fuel or auto sales, limited to forty thousand (40,000) square feet of gross floor area.
- (7) Restaurants; provided, that a restaurant may serve alcohol with meals, but shall not be permitted a separate lounge for serving alcoholic beverages.
- (8) Personal services, including repair and maintenance (not related to automobiles or motorcycles).
- (9) Public use, or any use conducted by a private company or nonprofit organization that is substantially the same as or substantially similar to a use normally conducted by a public agency.
- (10) Semi-public use, or any use conducted by a private company or nonprofit organization that is substantially the same as or substantially similar to a use normally conducted by a semi-public agency.
- (11) Churches.
- (12) Financial institutions.
- (13) Hotels, motels.
- (14) Conference centers.
- (15) Other limited commercial uses that are not permitted outright, but that are consistent with the purpose of the BASPA zone and are not detrimental to any of the outright permitted uses or other existing conditional uses or to nearby residential uses.

### **Sec. 37-124.1. Standards for multifamily development.**

Where multifamily dwellings are allowed as a use permitted outright or as a conditional use, the following standards shall apply:

- (1) Parking must be paved and meet all requirements of article VII, off-street parking and loading.
- (2) Where more than one (1) detached single-family dwelling exists on one (1) lot, the minimum required lot area shall be the minimum required by the zoning district multiplied by the number of detached single-family dwellings.
- (3) An outdoor recreation area shall be required in each multi-family residential development consisting of greater than ten (10) dwelling units. The recreation area shall be a minimum of five (5) percent of the lot area and shall have a minimum of one and one-half-inch caliper shade tree per three hundred fifty (350) square feet of outdoor recreation area. A fraction of one-half (½) or higher shall be rounded up to the nearest whole number in doing this calculation. The recreation area shall be accessible to all residents within the development and shall be of slope and configuration as to be practicable for the intended purpose. The recreation area shall contain active and/or passive recreation improvements which may include, but is not limited to, grass, trees, shrubs, picnic tables, playground equipment, shade structures, barbeques, horseshoe pits, ball courts, etc.  
For ground floor apartment units, unenclosed outdoor patios abutting a rear or side yard that is at least ten (10) feet wide and improved to serve as the required outdoor recreation area shall count toward the minimum amount of required outdoor recreation area. A required outdoor recreation area shall not be displaced or reduced below the minimum required size and shall be maintained in such a manner as to meet the minimum requirements of this provision and to be of practical use for active and/or passive outdoor recreation.

### **Sec. 37-82. Conditional uses permitted.**

In a C-6 zone, the following uses and their accessory uses are permitted when authorized in accordance with the provisions of articles IV and IX:

- (1) Public use, or any use conducted by a private company or nonprofit organization that is substantially the same as or substantially similar to a use normally conducted by a public agency;
- (2) Semi-public use, or any use conducted by a private company or nonprofit organization that is substantially the same as or substantially similar to a use normally conducted by a semi-public agency;
- (3) Other limited arterial commercial uses which are not permitted outright but which are consistent with the purpose of the C-6 Zone, and are not detrimental to any of the outright permitted uses or other existing conditional uses;
- (4) Homeless shelter, subject to the standards of section 37-125 of this Code;
- (5) Bridge housing shelter, subject to the standards of section 37-125 of this Code;
- (6) Transitional housing village, subject to the provisions of chapter 42 of this Code;
- (7) Multi-family residential uses not on the ground floor of a building.



**Sec. 37-33. Small lot development ~~and~~ zero lot line small lot development.**

(a) *Lot size.*

- (1) For a single-family dwelling, the minimum lot area shall be four thousand (4,000) square feet;
- (2) For a two-family dwelling, the minimum lot area shall be six thousand five hundred (6,500) square feet;
- (3) Lot dimensions shall be a minimum of forty (40) feet and sixty-five (65) feet, with either dimension serving as lot width or lot depth, so long as both dimensions are met; provided, however, the minimum lot width for a lot street frontage that is a street curve radius only shall be thirty (30) feet, or twenty (20) feet if adjacent to a shared driveway evidenced by a recorded easement with the neighboring lot.

(b) *Yards.* Except as provided in section 37-156 of this Code, the minimum yard requirements shall be as follows:

- (1) A front yard shall be a minimum of ten (10) feet or twenty-five (25) feet from the centerline of the adjacent street, whichever is greater, except a front yard for a garage or carport shall be a minimum of twenty (20) feet.
- (2) A side yard shall be:
  - a. Zero (0) feet for the common wall of a single-family dwelling that is attached to another single-family dwelling where the common wall is also a property line established by the subdivision platting process of chapter 32 of this Code, Subdivisions; or
  - b. A minimum of five (5) feet, except (i): on corner lots the street side yard shall be a minimum of ten (10) feet or twenty-five (25) feet from the centerline of the adjacent street, whichever is greater; and (ii) for a garage or carport, a side yard shall be a minimum of twenty (20) feet.
- (3) A rear yard shall be a minimum of twenty (20) feet except when one (1) side yard is at least twenty (20) feet, the rear yard may be reduced to ten (10) feet.

(c) *Building size.* In small lot development, buildings shall not cover more than sixty (60) percent of the lot.

(d) *Standards Detached Accessory Buildings.* One (1) detached garage, carport, or storage building shall be allowed, so long as such detached garage, carport, or storage building does not exceed four hundred eighty-four (484) square feet; does not exceed sixteen (16) feet in height; and is not located closer to a street right-of-way than the house, unless on a flag lot or on the street side of a corner lot. No other detached accessory buildings are allowed, unless they do not exceed one hundred twenty (120) square feet.

~~(1) One (1) detached garage, carport, or storage building shall be allowed, so long as such detached garage, carport, or storage building does not exceed four hundred eighty-four (484) square feet; does not exceed sixteen (16) feet in height; and is not located closer to a street right-of-way than the house, unless on a flag lot or on the street side of a corner lot. No other detached accessory buildings are allowed, unless they do not exceed one hundred twenty (120) square feet.~~

(e) *Standards. All homes within a small lot or zero lot line development shall comply with a minimum of five (5) of the following list of eight (8) items:*

- ~~(21)~~ Except on a flag lot, house facades fronting a street right-of-way shall have a minimum of fifteen (15) percent window area and shall include at least two (2) of the following for a minimum of twenty (20) percent of the length and/or height of the facade:
  - a. Color change;
  - b. Texture change;
  - c. Building material change; or

- d. Incorporation of a wall plane projection or recession with the plane projection being a minimum of one (1) foot in depth and a minimum height equal to twenty-five (25) percent of the height of the wall.
- (32) Primary entrances to homes shall incorporate a covered front porch ~~or and other~~ a minimum of three (3) of the following building articulation elements as part of any street-facing facade; such as cornices, brackets, overhangs, shutters, and bay windows, window boxes, as part of the street-facing facade, balconies, or other similar architectural features.
- (43) ~~Except on a flag lot, h~~House facades fronting a street right-of-way shall not have an attached garage that exceeds seventy (70) percent of the width of the facade.
- (54) ~~Except on a flag lot, f~~For a home with an attached garage, the garage wall with the garage door shall be recessed at least four (4) feet from the adjoining habitable space wall of the home, unless the garage is accessed from the rear.
- (65) ~~Except on a flag lot, a~~All roofs shall be a hip, gable, or mansard roof with a minimum four-to-twelve (4:12) pitch with twelve (12) inch minimum eaves. Any mansard roof, ~~except on a flag lot,~~ shall incorporate dormers equal to at least twenty-five (25) percent of the facade area of the roof.
- (76) All parking shall be located at the rear of the lot with alley access.
- (7) All homes shall have a minimum of one (1) dormer.
- (8) ~~Street-t~~Trees. ~~Street trees~~Each lot shall have a minimum of one tree planted by the developer with automatic irrigation in the front yard ~~shall be planted by the developer or the lot owner in the right of way between the street and sidewalk, as approved by the city engineer and the city forester. The developer or the lot owner shall provide an automatic irrigation system for the street trees. The number of street trees required to be planted is one (1) per lot street frontage, except no street trees are required to be planted for lots on cul-de-sacs. Street trees shall be planted at a spacing of not less than thirty (30) feet and not greater than sixty (60) feet, unless otherwise approved by the city forester. Each lot owner shall be responsible for maintenance of the street tree(s) for his or her lot, including replacement when necessary. Street trees shall be planted for each lot prior to the approval of final inspection for the home on the lot, except when weather conditions do not allow planting of trees, which may typically occur between November 1 and March 1. If the tree is not planted due to the weather conditions, then it shall be planted either by the developer or homeowner within six (6) months of the approval of the final inspection, and the developer or homeowner shall call for inspection to verify the installation of the tree and associated automatic irrigation.~~
- (9) For zero lot line, attached dwelling units that have attached garages, the common wall between the units shall separate habitable space such that the garages are not adjoining. This option shall not be available for corner lots where the garages are adjoining but each garage faces a different street.
- (10) There shall not be more than three (3) detached homes in succession or four attached zero lot line homes in succession with the same visual building design. Homes shall vary in at least two of the following four (4) ways:
- building configuration, i.e. size, height, shape, footprint;
  - building orientation and/or location on the lot;
  - street-facing facade color and design, or;
  - roof design
- to the extent that they offer visual identification distinction.

(Ord. No. 4433, § 2, 1-9-06; Ord. No. 4755, § 2, 9-9-19; Ord. No. 4835, § 1, 12-20-21)

**Sec. 37-93.F. Off-street parking requirements and allowances.**

- (a) ~~Notwithstanding the central business district parking exemptions enumerated in section 37-145 of this Code, the minimum number of off-street parking stalls required in the FIB Zone shall be fifty (50) percent of that required by section 37-149 of this Code. The reduced parking set forth in section 37-149 of this Code for residential and commercial residential uses in the central business district shall not apply to lands within the FIB Zone.~~ If a public street adjacent to an existing or proposed site development is converted or reconstructed to provide on-street, public parking, then one half (½) of such parking along the subject development site's frontage of that street shall count toward the off-street parking requirement for the development of that site.
- (b) The maximum allowable number of off-street parking stalls ~~shall be one hundred twenty-five (125) percent of that required allowed~~ by section 37-149 of this Code; ~~however, this provision~~ shall not apply to parking located in a multi-level parking garage or where the parking overage is off-street parking provided for public use.
- (c) Not more than thirty-three (33) percent of the off-street parking provided shall be located between a building and the street; however, this provision shall not apply to the Levee Bypass Road. For a corner lot, the total number of off-street parking spaces located between the building and the two (2) adjoining streets shall not exceed fifty (50) percent.
- (d) Parking lots with more than thirty (30) parking stalls shall include improved, delineated pedestrian walkways connecting the parking stalls to the associated building or outdoor use. Such walkways shall be at least three (3) feet wide and constructed of asphalt, concrete, compacted gravel, or other alternative surface that is safe and convenient for pedestrian use.
- (e) Parking structures providing parking above a first floor shall be designed and constructed to prevent vehicle headlights from shining directly onto adjoining buildings.

**Sec. 37-145. Requirement of off-street parking and loading.**

At the time a new structure or parking lot is constructed or an existing structure or parking lot is enlarged or the use of an existing structure is changed, off-street parking spaces shall be provided as set forth in this chapter. If parking space has been provided in connection with an existing use or is added to an existing use, the parking space shall not be eliminated if it would result in less space than is required by this chapter, except when providing handicapped parking spaces in accordance with section 37-148 of this Code.

Provided, however, ~~that the number of off-street parking spaces required for properties in the FIB zone shall be provided as set forth in the FIB zone; and provided, further,~~ that the number of off-street parking spaces required by section 37-149 of this Code, except those required for residential and commercial residential uses, shall not apply within the central business district of the city, which district is described by the following boundaries:

Commencing at the intersection of Fifth Street and "F" Street, then east on "F" Street to Ninth Street, then north on Ninth Street to "D" Street, then northerly along the extension of Ninth Street to the Dike Bypass Road, then northwesterly along the Dike Bypass Road to Fifth Street, thence continuing along the Dike Bypass Road in a northwesterly then southerly direction to its intersection with Main Street, thence east along Main Street to its intersection with the railroad tracks, then southerly along the tracks to Prospect Avenue, Prospect Boulevard and Prospect Boulevard extended, to the point of beginning, said point being the intersection of Fifth Street and "F" Street.

## Sec. 37-149. Parking requirements based on land use.

Parking shall be provided according to the use of the structure or land. When square feet are specified, then the area measured shall be the gross floor area of the building, but shall exclude any space within a building devoted to off-street parking or loading. When the number of employees is specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak session. For both new and existing developments, except within central business district described in Section 37-145 of this chapter, the minimum number of parking spaces required shall be 50%, and the maximum number of parking spaces allowed shall be 100% of the following, except that there shall be no maximum off-street parking limit for a single family dwelling:

### (1) Residential uses.

- a. One- or two-family dwellings: Two (2) spaces per dwelling unit or one (1) space per bedroom, up to a maximum of four (4), whichever is greater. Multifamily dwellings outside of the central business district: Two (2) spaces per dwelling unit. Multifamily dwellings within the central business district: One (1) space per dwelling unit.
- b. Rooming or boarding house or dormitory outside of the central business district: Spaces for eighty (80) percent of the guest accommodations plus one (1) additional space for the owner or manager. Rooming or boarding house or dormitory within the central business district: Spaces for forty (40) percent of the guest accommodations plus one (1) additional space for the owner or manager.
- c. Multifamily housing designated for the use of elderly persons: One (1) space for each unit occupied by an elderly person in a multifamily dwelling designated for use by elderly persons. The term "elderly person" shall mean a person meeting the U.S. Department of Housing and Urban Development's then-current definition of that term.
- d. Group home: One (1) space per each employee in the largest work shift, plus one (1) per five (5) clients or fraction thereof.

### (2) Commercial residential.

- a. Motel or hotel outside of the central business district: One (1) space per guest room or suite plus one (1) space per three (3) employees on the largest work shift, plus one (1) space per three (3) persons to the maximum capacity established by the occupancy loading of the International Building Code of each public meeting and/or banquet room, plus fifty (50) percent of the spaces otherwise required for accessory uses such as restaurants and bars. Motel or hotel within the central business district: One (1) space per guest room or suite.
- b. Club or lodge: Spaces to meet the combined requirements of the uses being conducted such as hotel, restaurant, auditorium, etc.
- c. Homeless shelter: One (1) space per four (4) beds; one (1) space per two hundred fifty (250) square feet of office area or per employee/volunteer on the largest shift, whichever is greater; and one (1) bicycle parking rack space per three (3) beds.

### (3) Institutions.

- a. Convalescent hospital, nursing home, sanitarium, rest home, or home for the aged: One (1) space per employee on the largest shift and one (1) space per five (5) clients.
- b. Hospital.
  1. Spaces equal to 0.75 times the number of licensed beds; plus

2. One (1) space for every two (2) employees, volunteers, trainees, active or associate doctors on staff; plus
  3. Office and/or clinic or out-patient facilities (including emergency room and X-ray department): One (1) space per two hundred fifty (250) square feet of floor area assigned to such use; plus
  4. Retail facilities (including gift shop, bookstore, coffee shop, drugstore and/or other similar uses): One (1) space per two hundred fifty (250) square feet of floor area; plus
  5. Training facilities: One (1) space per ten (10) seats in classrooms, provided students have not been included as hospital employees.
  - c. College or university: One (1) space per two (2) students plus one (1) space per employee on the largest shift.
  - d. Correctional facility: One (1) space per employee on the largest shift, plus one (1) space for each vehicle assigned to the station plus one (1) space per twenty-five (25) inmates;
  - e. Fire or police station: One (1) space for each employee and one (1) space for each volunteer personnel on a normal shift, plus one (1) space for each vehicle assigned to the station. If a business office is included, one (1) space per two hundred (200) square feet of that office space is required in addition.
  - f. Other government buildings shall provide parking based on the use of the building as if it were in private ownership.
- (4) *Place of assembly.*
- a. Church: One (1) space for each four (4) persons allowed within the maximum occupancy load in the main auditorium under the International Building Code.
  - b. Library or reading room: One (1) space per four hundred (400) square feet of floor area plus one (1) space per two (2) employees.
  - c. Preschool nursery or kindergarten (primary school): Two (2) spaces per teacher.
  - d. Elementary or junior high: One (1) space per classroom, plus one (1) space per administrative employee, or one (1) space per four (4) seats or eight (8) feet of bench length in the auditorium, whichever is greater.
  - e. High school: One (1) space per employee, plus one (1) space for each three (3) students, or one (1) space per four (4) seats or eight (8) feet of bench length in the main auditorium, whichever is greater.
  - f. Other auditorium or meeting room: One (1) space for each two (2) persons allowed within the maximum occupancy load allowed under the International Building Code.
- (5) *Commercial amusements.*
- a. Stadium, arena, or indoor theater: One (1) space for each two (2) persons allowed within the maximum occupancy load allowed under the International Building Code.
  - b. Bowling establishment without restaurant: Six (6) spaces per alley plus one (1) space per two (2) employees.
  - c. Bowling establishment with restaurant: Eight (8) spaces per alley plus one (1) space per two (2) employees.

- d. Dance hall or skating rink: One (1) space per one hundred (100) square feet of floor area plus one (1) space per two (2) employees.
- (6) *Commercial.*
- a. Retail stores, except as provided in subsection (6)(m) of this section: One (1) space per two hundred fifty (250) square feet of floor space;
  - b. Beauty and barber shops: Three (3) spaces per operator chair;
  - c. Day care center: Two (2) spaces, plus one (1) space for every employee on the maximum shift; a paved unobstructed pick up space with adequate stacking area (as determined by the community development director) shall be provided in addition to standard driveway and parking requirements;
  - d. Diet clinic: Four (4) spaces for each doctor or practitioner, and one (1) space for each two (2) seats assigned for food service;
  - e. Gas station: One (1) space for every employee on the maximum shift;
  - f. Health club: One (1) parking space per patron based on the occupancy load established by the International Building Code, plus one (1) space per employee on the largest working shift;
  - g. Indoor racquet courts or tennis courts: Three (3) spaces per court plus one (1) space per employee on the largest shift;
  - h. Outdoor storage: One (1) space per employee on the largest shift;
  - i. Outdoor retail: One (1) space per five hundred (500) square feet of open sales and/or display area, plus one (1) space per employee;
  - j. Dance school: Five (5) spaces, plus one (1) space for each one hundred fifty (150) square feet of dance floor in excess of five hundred (500) square feet;
  - k. Self-service storage facility: Three (3) spaces plus one (1) space per one hundred (100) units plus one (1) per employee;
  - l. Restaurant, fast food: One (1) space per four (4) seats, plus one (1) space per two (2) employees where seating is at tables, or one (1) space per two (2) seats, plus one (1) space per two (2) employees where seating is at a counter. For a fast-food restaurant with no seating facilities: One (1) space per sixty (60) square feet of net floor area with a minimum of five (5) spaces;
  - m. Service or repair shop; retail store handling exclusively bulky merchandise such as automobiles and furniture: One (1) space per six hundred (600) square feet of floor area plus one (1) space per two (2) employees;
  - n. Bank or office (except medical or dental clinic): One (1) space per two hundred fifty (250) square feet of floor area;
  - o. Medical and dental clinic: Two (2) spaces for each examination room, treatment room, or patient station plus one (1) space for each doctor;
  - p. Eating or drinking establishment: One (1) space per four (4) seats;
  - q. Mortuary: One (1) space per four (4) seats or eight (8) feet of bench length in chapels;
  - r. Nursery or greenhouses: One (1) space per each two hundred fifty (250) square feet of indoor retail sales; greenhouse sales area shall provide one (1) space per one thousand (1,000) square feet and one (1) space per five hundred (500) square feet above one thousand (1,000) square

feet; exterior nursery sales area shall provide one (1) space per one thousand (1,000) square feet of exterior nursery sales area.

(7) *Industrial.*

- a. Storage warehouse, manufacturing establishment, air, rail, or trucking freight terminal: One (1) space per employee on the largest shift.
- b. Wholesale establishment: One (1) space per employee on the largest shift plus one (1) space per seven hundred (700) square feet of patron service area.



**November 05, 2024**

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The Lewiston Comprehensive Plan Work Plan Development Committee met in the Bell Building First Floor Conference Room at 215 "D" Street. Chair Iacoboni called the meeting to order at 12:02 p.m.

I. CALL TO ORDER

COMMITTEE MEMBERS PRESENT: Mayor Dan Johnson, Kathy Schroeder (City Council), Gabe Iacoboni (Planning & Zoning Commission), Maureen Anderson (Planning & Zoning Commission),

COMMITTEE MEMBERS EXCUSED: Emily Wolf (Planning & Zoning Commission),

STAFF MEMBERS PRESENT: Joel Plaskon, City Planner; Katie Hollingshead, Assistant Planner;

II. DISCUSSION ABOUT POTENTIAL ZONING CODE AMENDMENTS TO REDUCE OR ELIMINATE MINIMUM OFF-STREET PARKING REQUIREMENTS

Planner Plaskon reviewed the goals of reviewing the parking requirements such as reducing developer costs, improve stormwater mitigation, etc. Planner Plaskon reviewed the proposed changes he had come up with which would reduce the amount of required parking by 50% and create a standard for the maximum amount of parking that could be installed. Planner Plaskon suggested that the maximum amount of parking allowed be 100% of what the current minimum allowance is. The Committee agreed with that.

The Committee discussed other jurisdictions that have eliminated parking requirements all together and what kind of density and transit systems would be needed for that to make sense in Lewiston. The Committee also discussed landscape requirements for parking lots and whether changes should be considered at this time. The Committee asked Planner Plaskon to solicit a member of the Urban Forestry and Cemetery Commission, as well as a landscape architect and a landscape contractor to come to a future Committee meeting to further discuss the landscaping requirements and possible amendments.

III. NEXT STEP(S)

Planner Plaskon stated that staff will bring the proposed parking code amendment to the Planning and Zoning Commission at the December 11, 2024 meeting for initiation.

IV. ADJOURNMENT

There being no further business, Chair Iacoboni adjourned the meeting at 12:53 p.m.

The City of Lewiston is committed to providing access and reasonable accommodation in its services, programs, and activities and encourages qualified persons with disabilities to participate. If you anticipate needing any type of accommodation or have questions about the physical access provided at this meeting, please contact City Clerk Kari Ravencroft at least forty-eight (48) hours in advance of the meeting at 208-746-3671, ext. 6203.



# Breaking the Code: Off-Street Parking Reform

LESSONS LEARNED



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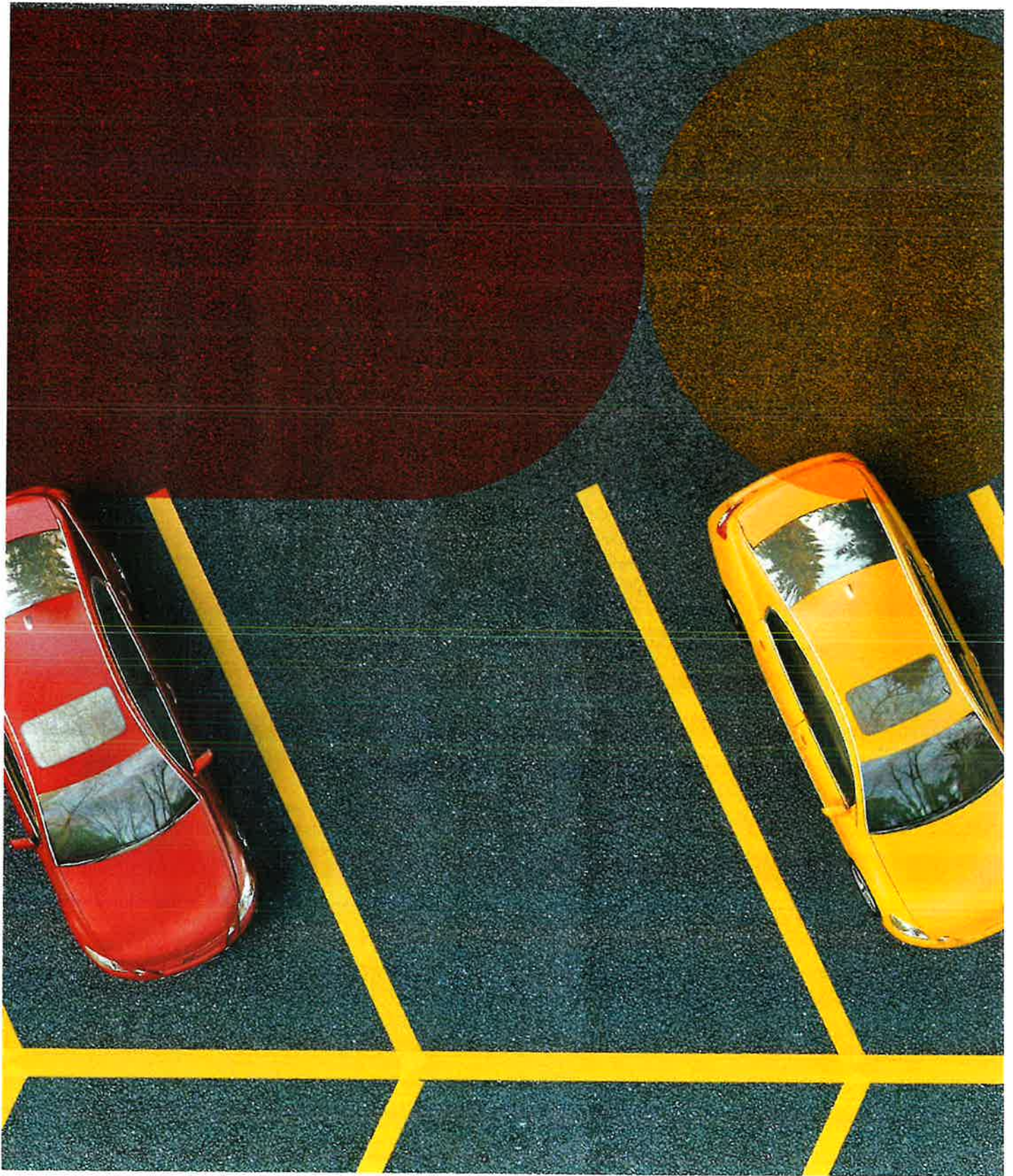
### COVER PHOTO

When space is reclaimed from parking cars, it can create a lot more space for people and activities.

**SOURCE:** imrankadir via Shutterstock.

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# PREFACE

Space in cities is a valuable resource. There is only so much of it, and many important uses compete for it: housing, retail, services, utilities, public and private transportation, nature, recreation, and more. The way we choose to allocate space among these uses underscores what our cities look like and how it feels to live and move in them. It also impacts the quality of the air we breathe, how safe it is to move around without a vehicle, and how well our cities respond and adapt to crises from climate change to pandemics.

It is surprising to many that, in many cities, one-third or more of the land is allocated to storing parked vehicles. This leads to important questions: could the land be used more productively for hospitals, schools, and affordable housing? What uses should we prioritize? What are the impacts of these priorities? If we push back on the status quo of dedicating so much space to parking, can our cities become more livable, climate-friendly, and equitable?

**Parking reform is gaining momentum around the world as a key lever to reallocate valuable space, reduce demand for driving, and unlock myriad related benefits** including better air quality, more equitable access to destinations, less noise, fewer greenhouse gas emissions, and streets that prioritize people. Bringing the supply of parking —[especially off-street parking](#)— closer to demand is a linchpin to [achieving](#) more compact cities that are needed to limit warming to 1.5 degrees Celsius and avoid catastrophic climate events. In particular, cities (and higher level jurisdictions like national governments) are realizing that parking mandates (also known as parking minimums) are costly. Removing these mandates is a concerted first step towards the more efficient, productive use of valuable urban space. Doing so even tends to garner support from developers, whose costs can be reduced when requirements to provide a minimum amount of parking spaces are removed.

This report shines a light on off-street parking, a costly and often overlooked area of urban planning that seriously impacts cities [\[Section 2\]](#). It documents the stories of six cities and one country in their journey to reform off-street parking, with particular emphasis on removing parking minimums and adopting complementary reforms that reduce dependence on driving [\[Section 3\]](#). Finally, the report identifies and explores shared lessons across the case studies [\[Section 4\]](#).

---

## Case Study Shared Lessons

- Remove (or reduce) parking minimums
  - Leverage political will at the right level of government
  - Communicate plans for reform using messaging that resonates with people
  - Collect and reference data to strengthen the “why” and “how”
  - Package parking reform alongside complementary policies
  - Link parking reform to specific, achievable outcomes
- 

SOURCE:  
Shutterstock

# 1. INTRODUCTION

There are two types of parking spaces provided in cities: **on-street** and **off-street**. Off-street parking refers to all parking not located on public streets, such as parking garages and surface lots. Off-street parking spaces may be priced at market rates, subsidized rates, or may be free-of-charge.

Many city streets around the world are built for the convenient movement and parking of motor vehicles. Urban policies prioritize vehicles that spend 95% of the day parked, inefficiently using precious urban space.<sup>1,2,3</sup> Public and private subsidies hide the real financial and social costs of parking, and, since the price of parking typically does not reflect its true cost, it is not only more convenient but relatively inexpensive for people to travel from one destination to the next in a car. This further entrenches the idea that cars are the preferred mode of travel and must be supported by governments.

Many cities have regulations which require new or modified developments to include a minimum number of off-street parking spaces. The number of required parking spaces is often based on the square area of residential, office, or commercial space (for example, one parking space per 200m<sup>2</sup>), but in some cases, a set number of parking spaces is required per “item”, such as per seat at a theater or per bed at a hospital. This means that parking minimums are not context-sensitive. Furthermore, off-street parking occupies space within buildings (garages) and at the street level (surface lots) which prevents other uses of that space. Requiring a minimum amount of parking spaces inflates development costs, which can result in less built space for housing, retail, and other non-parking uses.

While city residents may not even know parking minimums exist, these requirements directly contribute to the car-oriented, sprawling urban forms seen globally.<sup>4</sup> Requiring ample off-street parking for private motor vehicles encourages vehicle ownership and use, creates sprawl, disincentivizes sustainable mobility, and threatens the health of people and the environment. Perversely, the negative impacts of parking minimums, such as congestion, often lead to calls for even more parking, generating a vicious circle that leads to greater dependency on cars, and higher costs.<sup>5</sup>



Source: ITDP 2014, adapted from Shoup 2005.

As cities struggle with issues such as congestion, pollution, and a lack of affordable housing, many are reevaluating their parking regulations to address these challenges.

<sup>1</sup> Litman, T. (2021). [Parking Management: Comprehensive Implementation Guide](#).  
<sup>2</sup> [ITDP México. \(2020, November\). Presentación: Más ciudad, menos coches - Evaluación 2020.](#)  
<sup>3</sup> [ITDP Brazil. \(2019\). Políticas de estacionamento em edificações na cidade de São Paulo: Análise dos efeitos da legislação no desenvolvimento urbano.](#)  
<sup>4</sup> [Strong Towns. \(2020, November 25\). Parking Minimums: From 191 to Taking Action.](#)  
<sup>5</sup> [ITDP México. \(2020\). Más Ciudad, Menos Coches: Evaluación de impacto del cambio a los requerimientos de estacionamiento en la Ciudad de México y recomendaciones de política pública.](#)

## 1.1 HOW TO USE THIS REPORT TO CHAMPION BETTER PARKING MANAGEMENT

This report pulls together lessons learned from a review of literature and seven case studies around the world (see table below), to help cities implement off-street parking reforms that are practical and effective. This publication is intended for urban planners and decision-makers, as well as advocacy-oriented civil society, looking to develop or reform off-street parking regulations.

| Case Study                              | Eliminated minimums | Adopted maximums    |
|-----------------------------------------|---------------------|---------------------|
| <b>Atlanta, GA</b><br>United States     | ✓<br>(select areas) | ✓                   |
| <b>Beijing,</b><br>China                | ✓<br>(select areas) | ✓                   |
| <b>Mexico City,</b><br>Mexico           | ✓                   | ✓                   |
| <b>Minneapolis, MN</b><br>United States | ✓                   | ✓                   |
| <b>New Zealand</b>                      | ✓                   |                     |
| <b>San Pedro Garza García</b><br>Mexico | ✓                   | ✓                   |
| <b>São Paulo</b><br>Brazil              | ✓                   | ✓<br>(select areas) |

For guidance on on-street parking pricing and management, see [On-Street Parking Pricing Guide](#)

The report highlights common challenges, opportunities, and lessons learned regarding off-street parking policies and management, with particular emphasis on removing off-street parking minimums and adopting complementary reforms aimed at reducing dependence on driving. (See Appendix for more on case study selection and experts interviewed). The report does not provide detailed guidance for implementing parking reforms, nor does it address on-street parking management, except for its relationship with off-street parking.



Pop-up tactical urbanism in São Paulo, Brazil, shows how streets can be more inclusive and safer for pedestrians.  
**SOURCE:** Fabio Nazareth

## 2. HOW DOES PARKING IMPACT CITIES?

### 2.1 PARKING MINIMUMS CREATE CITIES FOR CARS

**The challenge of urban parking is that cities must make decisions about how to use limited space.** All else being equal, cities that build more parking store more cars, and have more driving and traffic. When more space is allocated to parking cars, there is less space for jobs, services, housing, and transport for people. When lots of space is used for cars, the remaining space becomes more expensive for everything else. **"Free parking" is not free: everyone in cities pays for parking through their time, higher costs of goods, poor air quality, and unsafe streets.**

#### Which City Would You Want to Live In?

One with high parking minimums where most space is used for driving and parking

One with demand-responsive parking where most space is used for people



SOURCE: Midjourney



- ✗ Parking represents the largest use of built floor area
- ✗ Traffic crashes are the leading cause of death for 5-29 year olds
- ✗ Car infrastructure is subsidized by individuals because it is bundled into the price of goods, services, and rent

- ✓ More public space for walking and cycling leads to healthier communities and less local air pollution
- ✓ Cities where people 50+ transit trips/year see about 50% fewer traffic fatalities than cities with low transit ridership
- ✓ Drivers pay the true cost of parking. Revenues are used to improve public spaces and transport, which benefits all residents
- ✓ Local business revenues increase as cyclists and pedestrians spend more on average than drivers

SOURCES: Litman, T. (2018) Safer Than You Think! Revising the Transit Safety Narrative., ITDP Mexico. (2014). Less Parking, More City: A Case Study in Mexico City., World Population Review. (2021). Median Income By Country 2021., United States Census Bureau. (2021). Income and Poverty in the United States: 2020., What Is The Number One Killer Of People Ages 5 to 29?

With more parking, driveways, and street space dedicated to vehicles, cities sprawl to accommodate all of this car infrastructure. This means that destinations are further apart and it is harder to choose anything but a car to complete the majority of trips. Constant curb cuts mean the environment for walking and cycling is frequently interrupted, uncomfortable, and increasingly dangerous. All of this pushes people to drive more, exacerbating this cycle.

Many cities actively require building parking through parking minimums attached to new or redeveloped construction projects. Importantly, parking minimums are not based on standardized methodologies.<sup>6</sup> In other words, two identical buildings of the same type and size could have vastly different parking minimums from city to city.<sup>7</sup> For example, a 400 seat church built in Memphis, Tennessee, USA must

have approximately 40 parking spaces, while the same sized church in Nashville, Tennessee, USA, a nearby city with a similar population, density, and transit coverage, would need to have approximately 100 spaces.<sup>8</sup> These minimums frequently result in more parking than the market demands, and have been linked to other negative outcomes including:

#### Inefficient use of space

Off-street parking facilities take up large amounts of space and are often not highly occupied, spending the majority of the year largely empty.<sup>9</sup> Furthermore, the average area of a car parking space is higher than average livable space in many cities and countries around the world. In the United States, every car has almost 1000 sq. ft for parking spots and driveways compared to about 800 sq. ft of housing per person.<sup>10</sup> Research from ITDP Brazil shows that 42% of the built area in developments built between 2006-2015 in Rio de Janeiro was dedicated to vehicles, which could address more than half of the city's housing deficit with 60 square-meter housing units.<sup>11</sup> Continuing to dedicate all of this to car parking is an inefficient use of space for cities (where space is at a premium), and an unproductive use of space in terms of potential for tax revenue.

Parking space takes a large amount of space which could have other uses such as housing or green areas for the cities.

SOURCE: Evan Long via Flickr



#### Contribution to housing and service shortages

Parking minimums can lead to a large percentage (or even the majority) of a building being allocated to space for parking. In Mexico City, prior to adopting parking reforms, 42% of new construction was parking space--the fastest growing land use in the 21st century.<sup>12</sup> Not only do parking minimums often result in an oversupply of off-street parking, but they reduce developers' ability--especially on small and non-uniform plots--to provide housing and other critical services due to the high cost of parking construction. They also drive up the price of housing, goods, and services by increasing development costs, bundling parking costs into rents, goods and services, regardless of whether tenants will use the parking spaces. Parking minimums can make it difficult to adapt or repurpose existing buildings for different uses, because it would be too expensive to comply with different minimums attached to the new use type. Many governments are reforming off-street parking minimums specifically because of their impact on housing affordability, including case studies in this report such as Atlanta and New Zealand.

8. [Graphing Parking](#). (2013). *Parking for Places of Worship*.  
9. Gebhart, K. (2011). *Wasteful Parking Supply in East Harlem: An Analysis of Parking Occupancy and Motorist Usage at East River Place*. New York City.  
10. Shoup, D. (2019). *Parking Reform Will Save the City*.  
11. ITDP Brazil. (2019). *Rio de Janeiro Joins Other Latin American City Leaders in Parking Reform*.  
12. ITDP Mexico. (2020). *More City, Less Parking: Off-street Parking Regulation -- Case Studies Rio de Janeiro and Mexico City*. [Unlabeled]

### Threat to urban fabric

Parking minimums can lead to the demolition of historic structures, either on-site or adjacent to a building site, to comply with parking regulations. Adaptive reuse of historic buildings can be extremely difficult when parking minimums must be met. This degrades the urban fabric and unique aesthetic of historic buildings and city centers in favor of new development. Parking minimums can also result in more surface lots and garages that are largely devoid of people and activity, which make them unpleasant, or even dangerous spaces to walk through or near.

### Costs to build and maintain facilities

Requiring off-street parking carries the cost of land, building the surface lot or garage, and maintaining those facilities over time. Off-street parking is notoriously expensive to build. In Mexico City, the average cost of constructing an off-street parking space is \$175,500 Mexican Pesos (USD \$8,600). In the United States, the average cost of building an above-ground multi-level parking garage is \$9.75 million, which is \$19,500-\$42,000 per space depending on materials.<sup>13</sup>

## 2.2 WHAT PREVENTS OFF-STREET PARKING REFORM?

As the case studies in this report show, there can be vocal opposition to parking reform. Much of this opposition stems from fear of a change to the status quo, wherein drivers enjoy ample, inexpensive parking whenever they need it. People generally do not respond well to the perception that something is being taken away from them, and the language used by transport agencies and planners like “eliminating parking minimums” or “pricing parking” can trigger these perceptions. Similarly, residents may worry that developers will not build enough off-street spaces if parking minimums are removed, and they will have to compete for limited, less convenient on-street parking.<sup>14</sup> Other barriers to parking reform include:

### Strong car lobby

In most places, drivers represent a strong and vocal constituency - they are typically higher income, employed, involved in the political sphere, and they benefit from the status quo. Decision-makers looking to undertake parking reform will likely receive backlash from this well-resourced group, which may weaken political will.

### Ineffective marketing

Many people do not understand what parking minimums or maximums are and what they do--nor should they. These are technical policies that can be difficult for residents to translate into their daily lives. Communication and messaging around parking reform and its role in achieving widely-accepted goals like better road safety or improved air quality, however, should resonate with people. For example, Edmonton, Canada, uses the phrase “Open Option Parking” to refer to its off-street parking reforms. This phrasing downplayed the removal of parking minimums (though the city did do this), and focused on how developers and businesses can now provide the amount of parking they think is necessary.<sup>15</sup> This type of strategic messaging has not been used in most places, often resulting in residents pushing back against reforms out of fear that parking space will disappear.

### Lengthy timelines

Parking reform can take a long time, particularly if multiple policies are planned and implemented at different scales. Even after new policies are in place, seeing the results can take even longer given that new developments can take years to construct. This raises challenges related to long-term political support across municipal administrations.

### 3. THE BASICS OF OFF-STREET PARKING REFORM

#### 3.1 ON- AND OFF-STREET PARKING NEED TO BE MANAGED TOGETHER

Why should cities address on- and off-street parking, both separately and together? More parking leads to more driving, and the more subsidized (and, thus, cheaper for drivers) parking is, the more it induces driving. The supply and use of on-street parking affects off-street parking use and management, and vice versa: Poorly managed on-street parking can directly lead to calls to provide additional off-street parking spaces, even when existing off-street parking spaces are underutilized. If off-street parking is well-managed, but on-street parking is free and abundant, the well-managed off-street parking has little to no impact as drivers will continue to circle and clog up streets searching for on-street parking.

In some cases, such as Mexico City and San Francisco, cities first improved the management of on-street parking and then moved to off-street parking. In others, such as New Zealand and Minneapolis, governments prioritized off-street parking reforms first. Both approaches have advantages and challenges, which we explore in the case studies in Section 3. One reason many cities have not aligned their on- and off-street parking reforms is that on- and off-street parking are often managed by different entities. On-street parking is often overseen by transport or public works departments, while off-street parking is more often managed by urban planning departments and/or private companies. This means that managing on- and off-street parking together tends to require inter-departmental coordination.

While this report does not focus on on-street parking, there are several comprehensive resources that do, namely [ITDP's On-Street Parking Pricing Guide](#) and [On-Street Parking Management: An International Toolkit](#). These provide guidance on management, enforcement, and evaluation of on-street parking.

To learn more about strategies to reduce demand for driving and prioritize sustainable transportation in cities, see ITDP's [Taming Traffic](#) report.



Better regulated parking allows more street space for pedestrians.  
**SOURCE:** ITDP China

## 3.2 TOOLS FOR REFORMING OFF-STREET PARKING

There are many different tools that can improve off-street parking, and parking management more broadly. These vary by scale (from individual building to citywide regulations), type (policy, management tool, or communications effort), and impact. **Cities looking to pursue off-street parking reform should start by removing parking minimums.** Other tools, like parking maximums, smart parking programs, unbundling, etc., described in this section, further strengthen and improve off-street parking management.

### Off-street Parking Reform: Start small, then scale up

#### Impactful

- Shared parking
- Unbundled parking
- Employee payout
- Smart parking

• Use strategies from the other scales, applying specifically to TOD zones or transit overlay

#### Most Impactful

- Eliminate minimums citywide
- Impose maximums citywide

#### Eliminate parking minimums

One of the most common off-street parking reform strategies is to reduce or eliminate parking minimums (also referred to as “minimum parking requirements” or “parking mandates”). This allows developers to build parking spaces for new and redeveloped buildings according to market demand. Following the removal of minimum requirements, cities have seen parking construction reduced by 20-40%.<sup>16,17</sup> However, the impact of eliminating minimums can vary significantly. **This policy will be more impactful in cities where previous minimums were excessive and rigid, and less impactful if previous minimums were low or more flexible. Impacts will be larger in cities or zones with high rates of new construction and smaller in cities (or zones) that are growing more slowly.**

| Strategy                   | Scale           | Type   | Potential Impact Level |
|----------------------------|-----------------|--------|------------------------|
| Eliminate parking minimums | Zones, Citywide | Policy | ● ● ● ●                |
| Lower parking minimums     | Zones, Citywide | Policy | ● ●                    |

Parking minimums can be eliminated in certain areas of the city (e.g. around transit stations, in central business districts), for certain development sizes or use types (e.g. residential buildings with less than 50 housing units, alcohol-serving establishments, shops less than a given number of square meters), or for the whole city.<sup>18</sup> Of course, the more land uses or zones covered by a policy, the greater its impacts. **In some cases, cities have lowered their parking minimums, as opposed to fully eliminating them, which can be attractive where political will is limited.** However, eliminating minimums will have a larger impact than lowering them because the former enables zero-parking developments to be built, while the latter maintains some (though small) parking requirements.

16 Guo, Z. & Ren, S. (2012). From Minimum to Maximum: Impact of the London Parking Reform on Residential Parking Supply from 2005 to 2010? Urban Studies.  
 17 Rollwieser, L. (2021). When it comes to parking minimums, less is more.  
 18 Strong Towns. (2021). A New Way to Look at Minimum Parking Requirements.

### Set parking maximums

Parking maximums enable market-driven parking construction up to a set point. Adding maximums or caps for parking is a key policy change. Like removing parking minimums, it can be implemented at multiple scales: per land use, per district or neighborhood, in transit catchment areas, or citywide. In London and Seattle, the removal of minimums and introduction of parking maximums resulted in approximately 40% less parking in new construction,<sup>19</sup> and in Mexico City replacing minimums with maximums reduced the construction of parking spaces by 21% within a few years. However, the impact of adopting parking maximums and caps can vary significantly—while eliminating parking minimums has broad support among parking policy experts, there is less consensus around setting maximums. Success depends on the existing level of unconstrained demand and how low maximums are set, as well as whether public parking is already plentiful. Parking maximums set too high will be largely ineffective.

| Strategy                                           | Scale           | Type   | Potential Impact Level |
|----------------------------------------------------|-----------------|--------|------------------------|
| Set maximums or supply caps                        | Zones, Citywide | Policy | ● ● ●                  |
| Set maximums with fee for provision beyond the cap | Zones, Citywide | Policy | ● ●                    |

### Limiting “frontage parking”

A zoning lot’s “frontage” is the area between the front (or side) of a building and the right of way. Setting limits on frontage parking makes it difficult to locate large surface parking lots adjacent to the street. Similar efforts, like requiring the ground-level of multi-level parking garages to be activated, improves the pedestrian environment by enabling safe walking, business development, and community interaction. This design makes streets more engaging and stimulating and, by helping people inside buildings pay attention to the street, it also makes the neighborhood safer.<sup>20</sup>

| Strategy                                          | Scale           | Type   | Potential Impact Level |
|---------------------------------------------------|-----------------|--------|------------------------|
| Restrict frontage and ground-level garage parking | Zones, Citywide | Policy | ● ●                    |

### Unbundling parking

Separates the cost of living space from the cost of parking so that people can see and understand how much of their rent is actually paying for parking.<sup>21</sup> It can be valuable to frame parking space as leasable floor space rather than infrastructure.<sup>22</sup>

| Strategy                                     | Scale     | Type       | Potential Impact Level |
|----------------------------------------------|-----------|------------|------------------------|
| Unbundle parking (i.e. from cost of housing) | Buildings | Management | ● ●                    |

19 Guo & Ren (2013). From Minimum to Maximum: Impact of the London Parking Reform on Residential Parking Supply from 2004 to 2010.  
20 ITDP (2020). Pedestrians First - Neighborhood Tool.  
21 ITDP (2015). Parking Basics.  
22 Barter, P. (2011). Parking Policy in Asian Cities.

**Coordination between on- and off-street parking,**  
Including inter-departmental coordination, branding and payment.<sup>23 24</sup>

| Strategy                                                  | Scale    | Type       | Potential Impact Level |
|-----------------------------------------------------------|----------|------------|------------------------|
| Coordinate on- and off-street parking management and fees | Citywide | Management | ● ●                    |
| Set maximums with fee for provision beyond the cap        | Citywide | Management | ● ●                    |

### Smart parking management programs

For publicly-owned off-street parking facilities provide real-time information to cities and drivers on parking availability, costs, and other operational data points.<sup>25</sup> These technologies can also help to enhance enforcement by making it more efficient and unbiased.<sup>26</sup>

| Strategy                                                      | Scale                      | Type           | Potential Impact Level |
|---------------------------------------------------------------|----------------------------|----------------|------------------------|
| Strengthen data collection and enforcement with smart systems | Buildings, Zones, Citywide | Management     | ● ●                    |
| Make the cost of parking more obvious                         | Buildings, Zones,          | Communications | ●                      |

### Shared parking

Can help improve the efficiency of off-street parking spaces by enabling parking owners to “rent out” spaces (either directly or using a mobile app or platform) during off-peak times. For example, parking may be shared between businesses with different hours, such as a cafe and a bar.<sup>27</sup> In recent years, mobile applications have enabled parking owners to list and rent out available spaces to drivers for short- or long-term stays in real time.

| Strategy       | Scale             | Type   | Potential Impact Level |
|----------------|-------------------|--------|------------------------|
| Shared parking | Buildings, Zones, | Policy | ●                      |

### Off-street parking design standards

Set design requirements so that parking is well integrated into buildings. Surface lots and garages should not be permitted to create “dead zones” or block pedestrian areas or walkways.<sup>28</sup> This can also be a mechanism to reduce provision of off-street parking without implementing a full reform.stays in real time.

| Strategy                                | Scale    | Type   | Potential Impact Level |
|-----------------------------------------|----------|--------|------------------------|
| Design standards for off-street parking | Citywide | Policy | ●                      |

<sup>23</sup> ITDP. (2010). U.S. Parking Policies: An Overview of Management Strategies.

<sup>24</sup> ITDP. (2020). Mas Ciudad, Menos Cojones.

<sup>25</sup> ITDP Brazil. (2018). Proibido estacionar - Área De Pedestres E Ciclistas: Políticas de estacionamento em edificações na cidade de São Paulo. Análise dos efeitos da legislação no desenvolvimento urbano.

<sup>26</sup> ITDP. (2016). Parking Guidebook for Chinese Cities.

<sup>27</sup> ITDP. (2016). Shared Parking.

<sup>28</sup> Inter-American Development Bank. (2011). Parking and Travel Demand Management Policies in Latin America. Prepared by Despacio and ITDP.

### Taxing off-street parking,

Including workplace levies, earmarking/ring fencing, in-lieu fees, and smart growth taxes.<sup>29,30</sup> Commercial parking taxes can also be effective, ensuring that surface lot and garage owners are required to pay taxes, incentivizing them to charge a market price for parking.

| Strategy                                                                                | Scale     | Type   | Potential Impact Level |
|-----------------------------------------------------------------------------------------|-----------|--------|------------------------|
| Adopt policies that disincentivize provision of free or under-priced off-street parking | Buildings | Policy | ●                      |

### Incentives for parking/driving alternatives,

Including payouts to employees who forgo a parking space at their place of employment and instead travel to work by walking, cycling, or public transport. Similar “commuter benefits” programs provide the cash value of parking to the employee to use for public transport or cycling to work. Tax credits or discounts for not owning a vehicle can reduce demand for parking. California introduced a bill in 2022 that would provide a \$1,000 tax credit to state residents who do not own a car; however, it was vetoed by the governor.

| Strategy                                                                   | Scale                 | Type                      | Potential Impact Level |
|----------------------------------------------------------------------------|-----------------------|---------------------------|------------------------|
| Financial incentives for commuters, such as parking cash out programs      | Buildings (employers) | Management Communications | ●                      |
| Financial incentives for not owning a vehicle, purchasing a bicycle/e-bike | Citywide              | Policy                    | ●                      |

Importantly, these tools are much more effective when paired with strategies to improve on-street parking management, public transport coverage, and walking and cycling conditions including:

- Defining parking space (and no-parking zones) to **protect sidewalks, plazas, cycle lanes, and other public spaces from encroachment.**
- Regulating on-street parking using **time limits and/or pricing, and enforcing these.**
- Defining and enforcing space for **essential parking** (pick-up and drop-off, loading and unloading, emergency vehicles, etc.).
- Using revenue from on- and off-street parking management to **fund public transport, walking, and cycling networks.**
- Reducing demand for driving through **congestion pricing and low emission zones.**
- Prioritizing compact, mixed land uses where destinations are easy to access by foot, bicycle, and public transport.

There are a wealth of resources available for guidance on these strategies, including ITDP's [On-Street Parking Pricing guide](#) and [TOD Standard](#), and the Victoria Transport Policy Institute's [Parking Management Comprehensive Implementation Guide](#) and [Online TDM Encyclopedia](#), among many others.

<sup>29</sup> Litman, T. (2022). [Parking Management Comprehensive Implementation Guide](#). Victoria Transport Policy Institute.  
<sup>30</sup> ITDP. (2010). [U.S. Parking Policies: An Overview of Management Strategies](#).





# Memo

**To: Planning and Zoning Commission**  
**From: Katie Hollingshead, Assistant Planner**  
**Date: December 3, 2024**  
**Re: ZNC24-5**

The City Council adopted Envision Lewiston 2044 Comprehensive Plan in July 2024. As part of the plan, an Action Plan was developed. In September 2024, a work plan committee was formed with 2 City Councilors, 3 Planning & Zoning Commissioners and City Staff. Since that time, a third City Council member has joined the committee. The work plan committee has met 5 times as of the writing of this memo and has directed some of its efforts to concentrate on Housing and Land Use. Specifically, the committee is interested in the following goals, objectives and actions from the Action Plan.

LU 1.1 Optimize zoning alignments. Align incompatible zoning and land uses and development regulations with the Future Land Use Map to establish consistent and compatible growth patterns.

LU 1.1.1 Conduct a comprehensive review of the Land Use Code to identify and modify zoning regulations that do not align with the desired development outlined in the future land use map and land use category designations.

LU 2 Provide housing choices throughout Lewiston

H 2.2 Reduce barriers to missing middle housing typologies. Study and reduce barriers to allow for additional housing typologies that are not currently being built.

H 2.1.1 Conduct a review of the Land Use Code and implement modifications to facilitate diverse, scale-appropriate housing options across Lewiston. H 2.2 Reduce barriers to missing middle housing typologies. Study and reduce or eliminate barriers to allow for traditional housing typologies that are not currently being built.

One of the actions the committee has been exploring is the upzone of low density residential properties that are adjacent to the 21<sup>st</sup> Street and Thain Road commercial corridor from low density residential to medium and high density residential. This change creates a buffer zone from commercial uses to the low density residential uses in order to create a transitional zoning and land use environment, and increases the ability of those properties adjacent to commercial uses to add residential units. This change will also increase the amount of property in the city that is zoned high density or medium density residential, which are zoning types that allow multifamily (more than 3 dwelling units) by right.

# Memo

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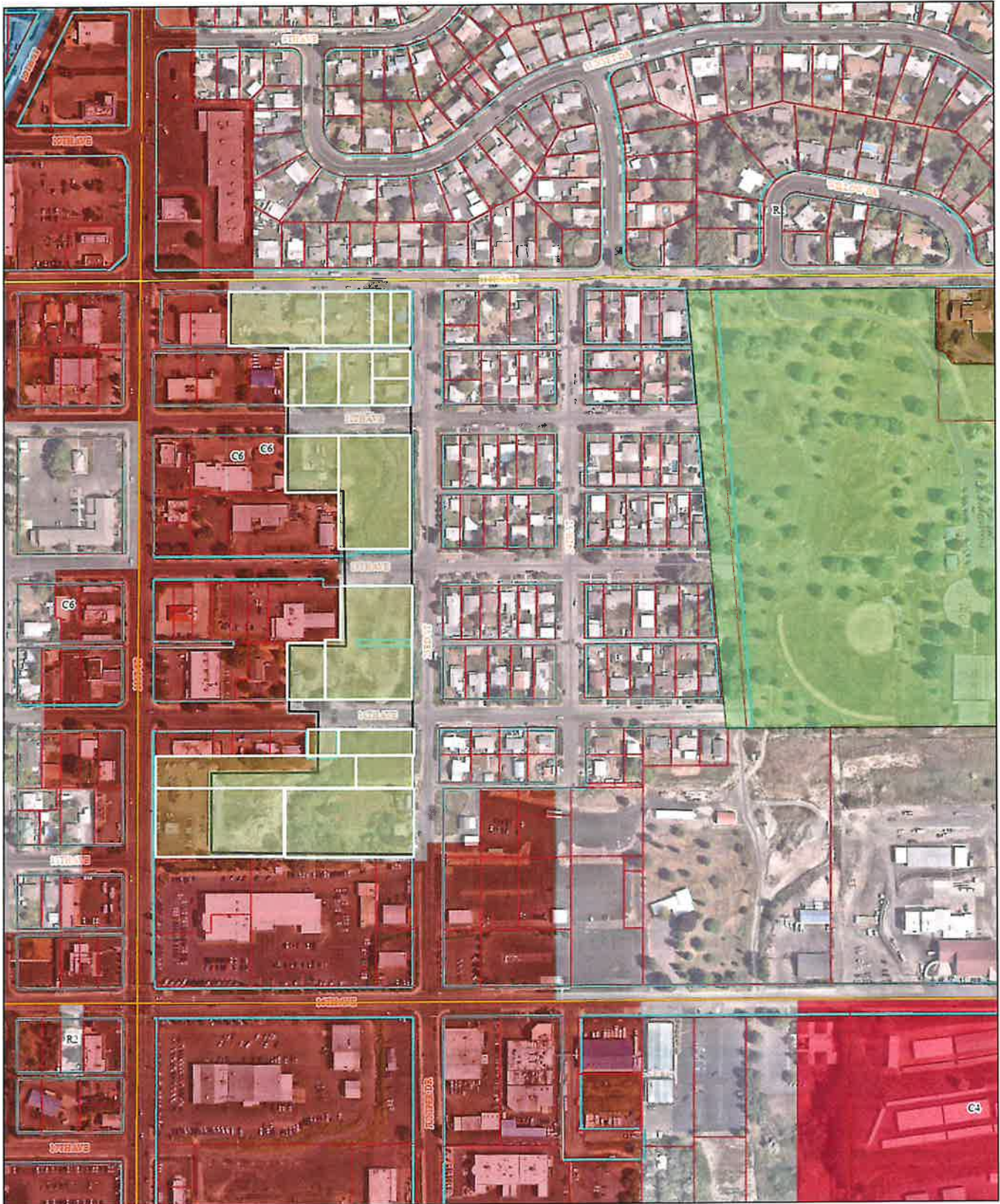
In addition, staff has received several calls regarding properties in the Sunset Park area regarding use of property and has found that a majority of properties in that area do not meet the dimensional or square foot standards of the R2 zone. Staff brought these concerns to the committee and properties in this area are also included in this upzone proposal. The committee agreed that it would be appropriate to be proactive about the matter and to pursue resolution of the matter via upzoning the area from R2 to R3. This effort would be similar to the upzone the city initiated and completed for properties zoned F2 in the East Orchards in 2021, the results of which have been favorable.

Staff has identified approximately 850 properties in the two areas discussed above that would be affected by these upzones. If the Commission chooses to initiate these upzone efforts, a mailing campaign would begin to notify the property owners and allow them time to provide input and opt out of the upzone if they so choose. Following the mailing campaign and related input and opt-out results, a public hearing would be scheduled for the Commission and then the Commission's recommendation would be forwarded to the City Council for their consideration for adoption or approval.

# R2 to R4

City of Lewiston

# Map I



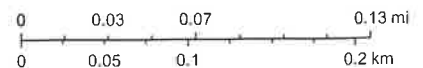
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Zoning

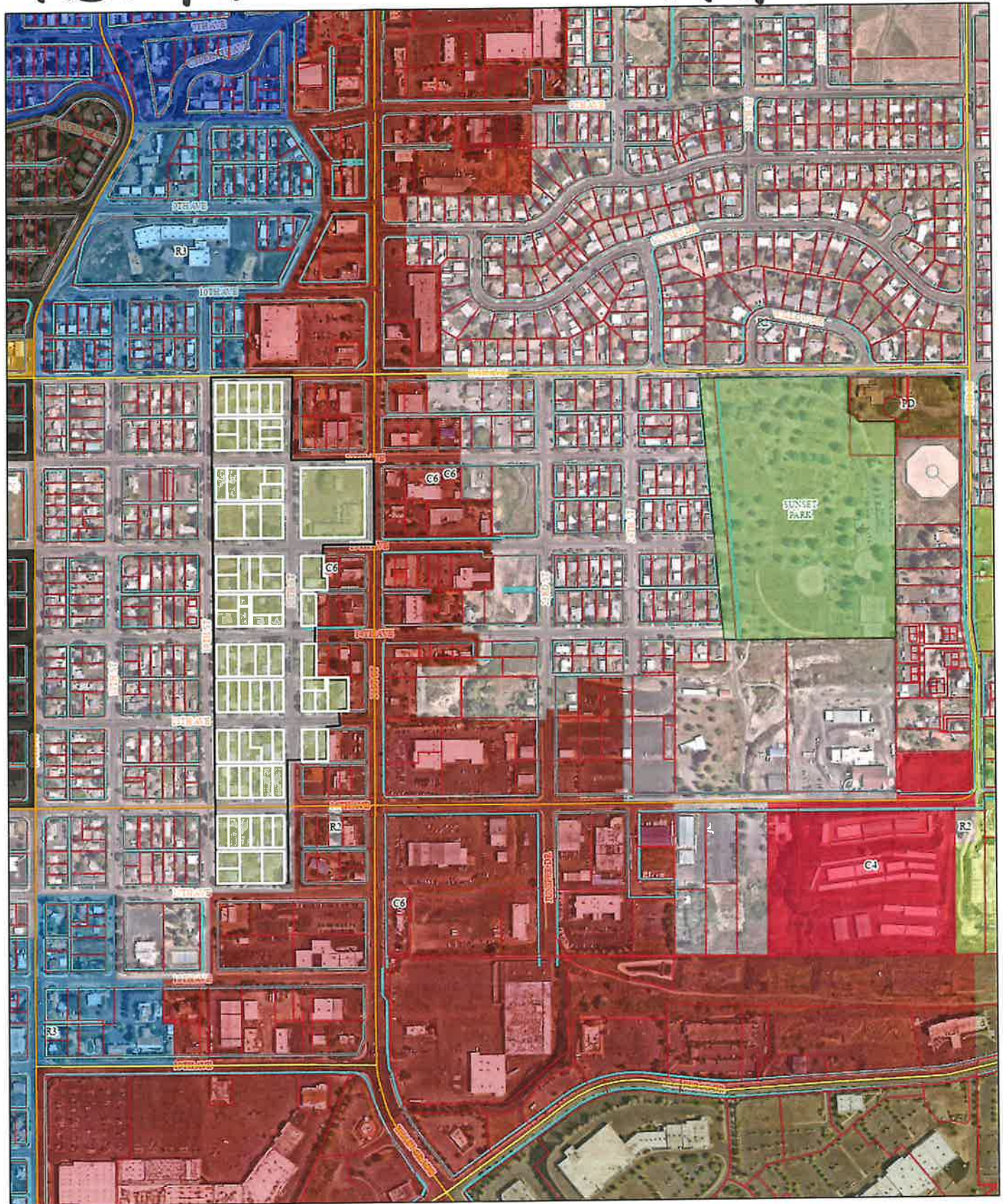
- C4 - GENERAL COMMERCIAL
- C6 - REGIONAL COMMERCIAL
- PD - PLANNED UNIT DEVELOPMENT

- R2 - LOW DENSITY RESIDENTIAL
- R3 - MEDIUM DENSITY RESIDENTIAL
- Street

1:4,194



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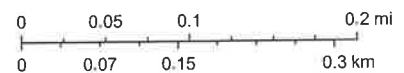


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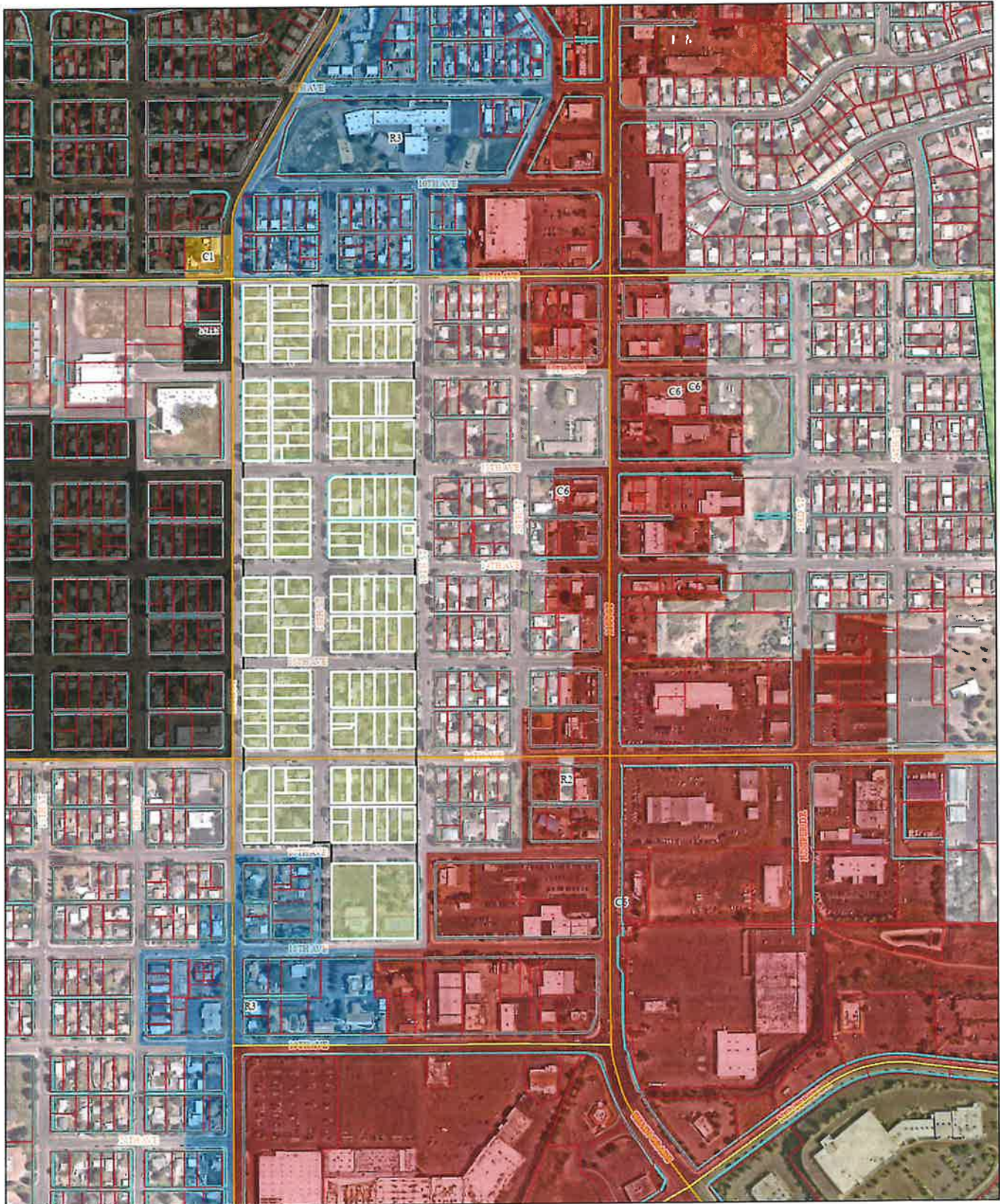
## Zoning

-  C1 - LOCAL COMMERCIAL       PD - PLANNED UNIT DEVELOPMENT  
 C4 - GENERAL COMMERCIAL       R2 - LOW DENSITY RESIDENTIAL  
 C6 - REGIONAL COMMERCIAL       R3 - MEDIUM DENSITY RESIDENTIAL  
 F2 - AGRICULTURAL TRANSITION       R4 - HIGHER DENSITY RESIDENTIAL  
 NHN - ZONE NHNZB = NORMAL HILL NORTH ZONE B       Street

1:6,990



City of Lewiston Surveying, Nez Perce County GIS, Esri, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, WA State Parks GIS, @ OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land



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Zoning

C1 - LOCAL COMMERCIAL

C6 - REGIONAL COMMERCIAL

NHN - ZONE NHNZB = NORMAL HILL NORTH ZONE B

NHS - ZONE NHSZ = NORMAL HILL SOUTH ZONE

PD - PLANNED UNIT DEVELOPMENT

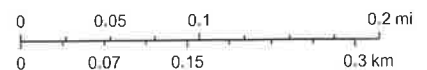
R2 - LOW DENSITY RESIDENTIAL

R3 - MEDIUM DENSITY RESIDENTIAL

R4 - HIGHER DENSITY RESIDENTIAL

Street

1:6,305

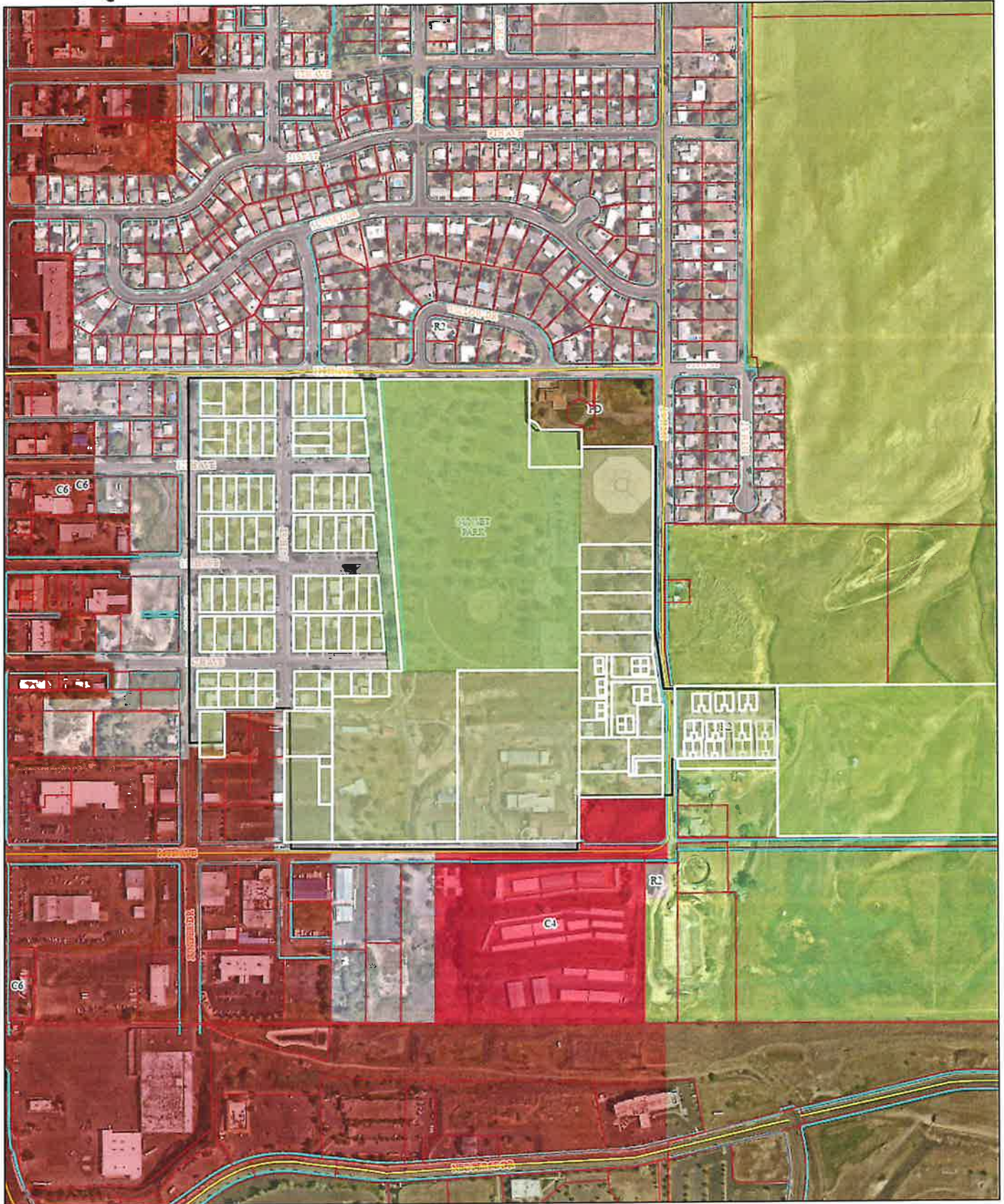


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# Map 4

City of Lewiston

# R2 to R3



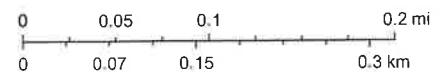
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Zoning

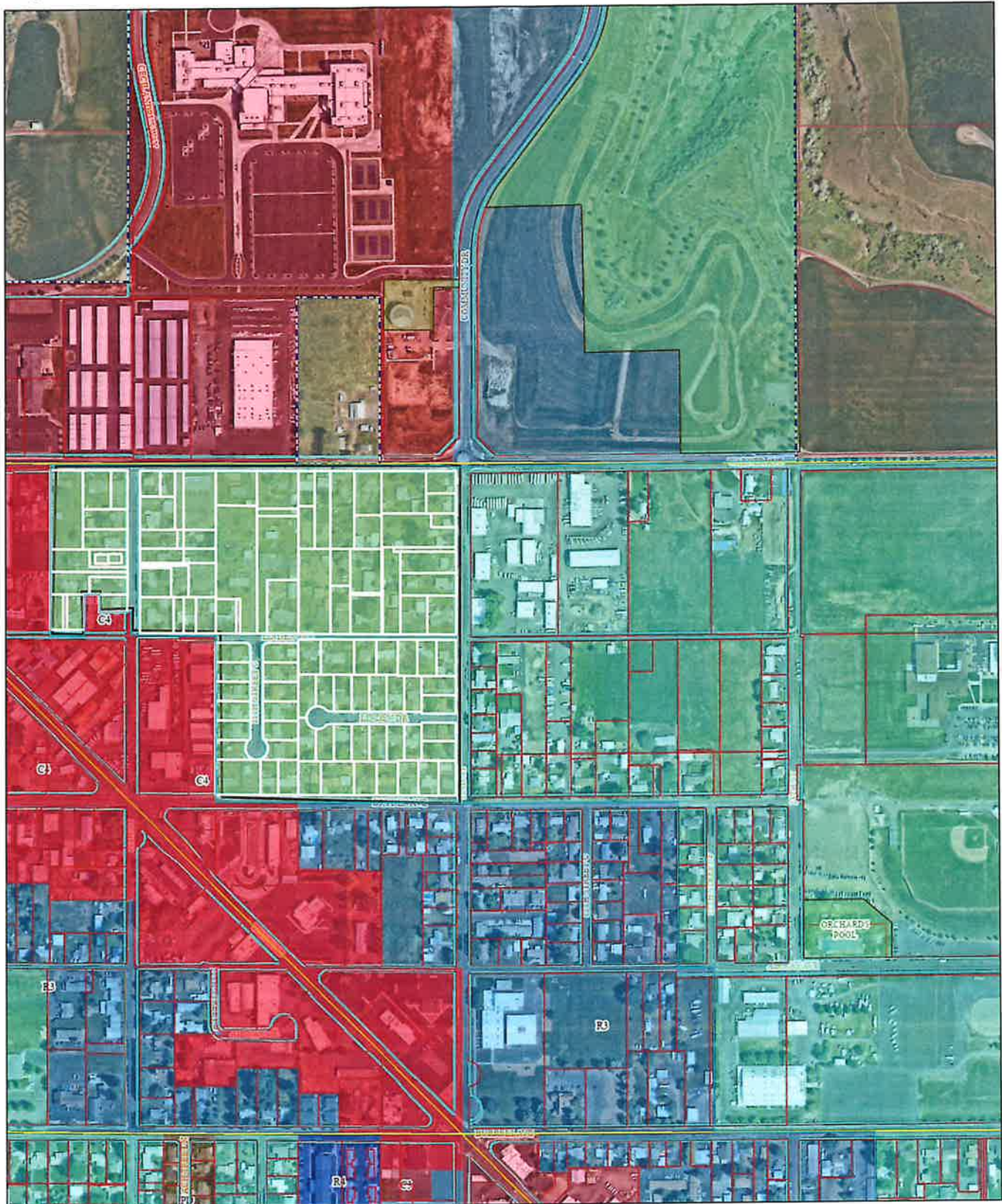
- C4 - GENERAL COMMERCIAL
- C6 - REGIONAL COMMERCIAL
- F2 - AGRICULTURAL TRANSITION

- PD - PLANNED UNIT DEVELOPMENT
- R2 - LOW DENSITY RESIDENTIAL
- Street

1:6,305



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Zoning

C3 - COMMUNITY COMMERCIAL

C4 - GENERAL COMMERCIAL

PD - PLANNED UNIT DEVELOPMENT

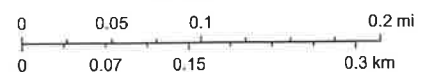
R2A - LOW DENSITY RESIDENTIAL(LIVESTOCK)

R3 - MEDIUM DENSITY RESIDENTIAL

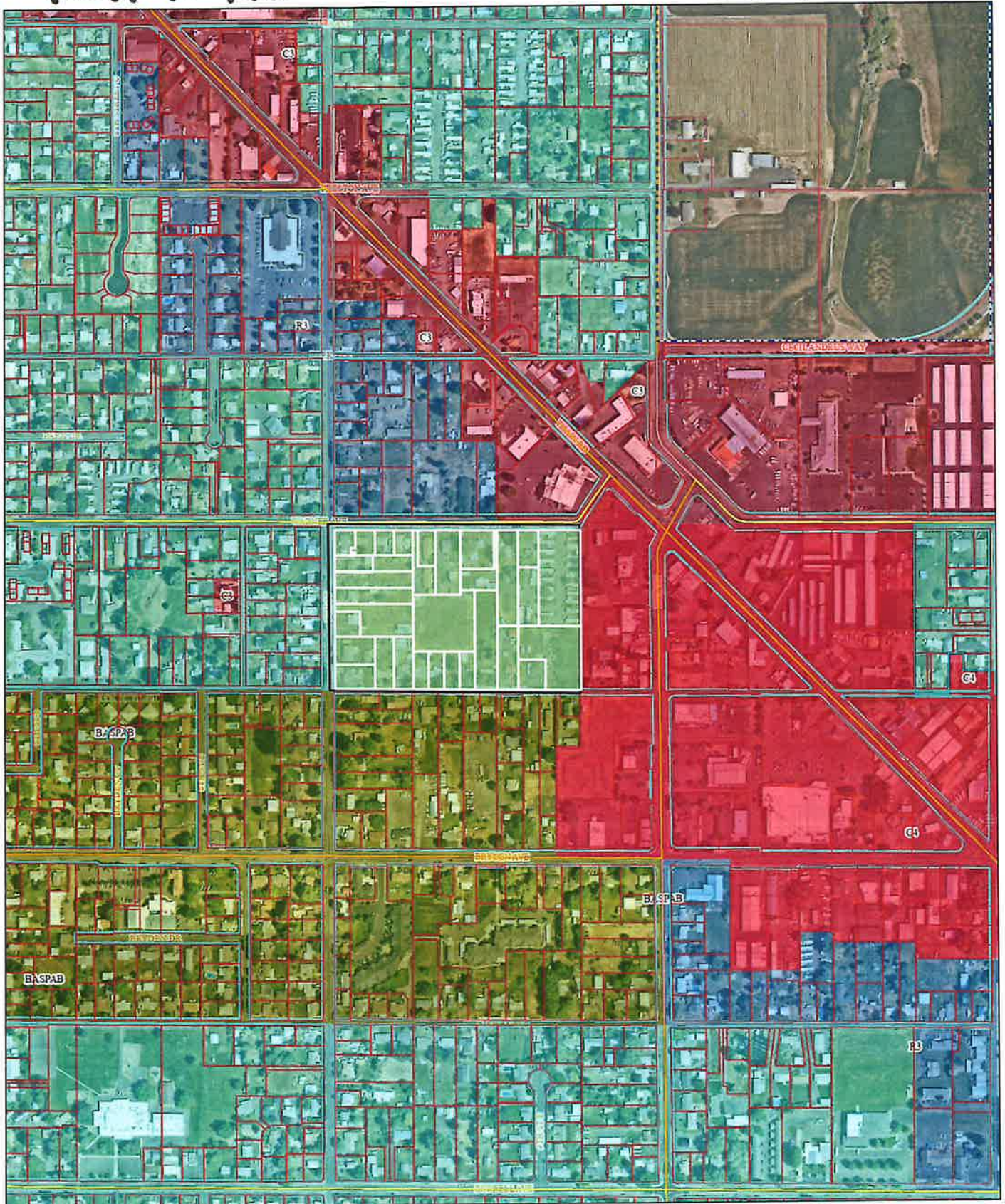
R4 - HIGHER DENSITY RESIDENTIAL

— Street

1:6,305



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10/24/2024, 2:47:43 PM

## Zoning

BASPAA - BRYDEN AVE SPECIAL PLANNING AREA A

BASPAB - BRYDEN AVE SPECIAL PLANNING AREA B

C3 - COMMUNITY COMMERCIAL

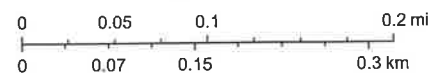
C4 - GENERAL COMMERCIAL

R2A - LOW DENSITY RESIDENTIAL(LIVESTOCK)

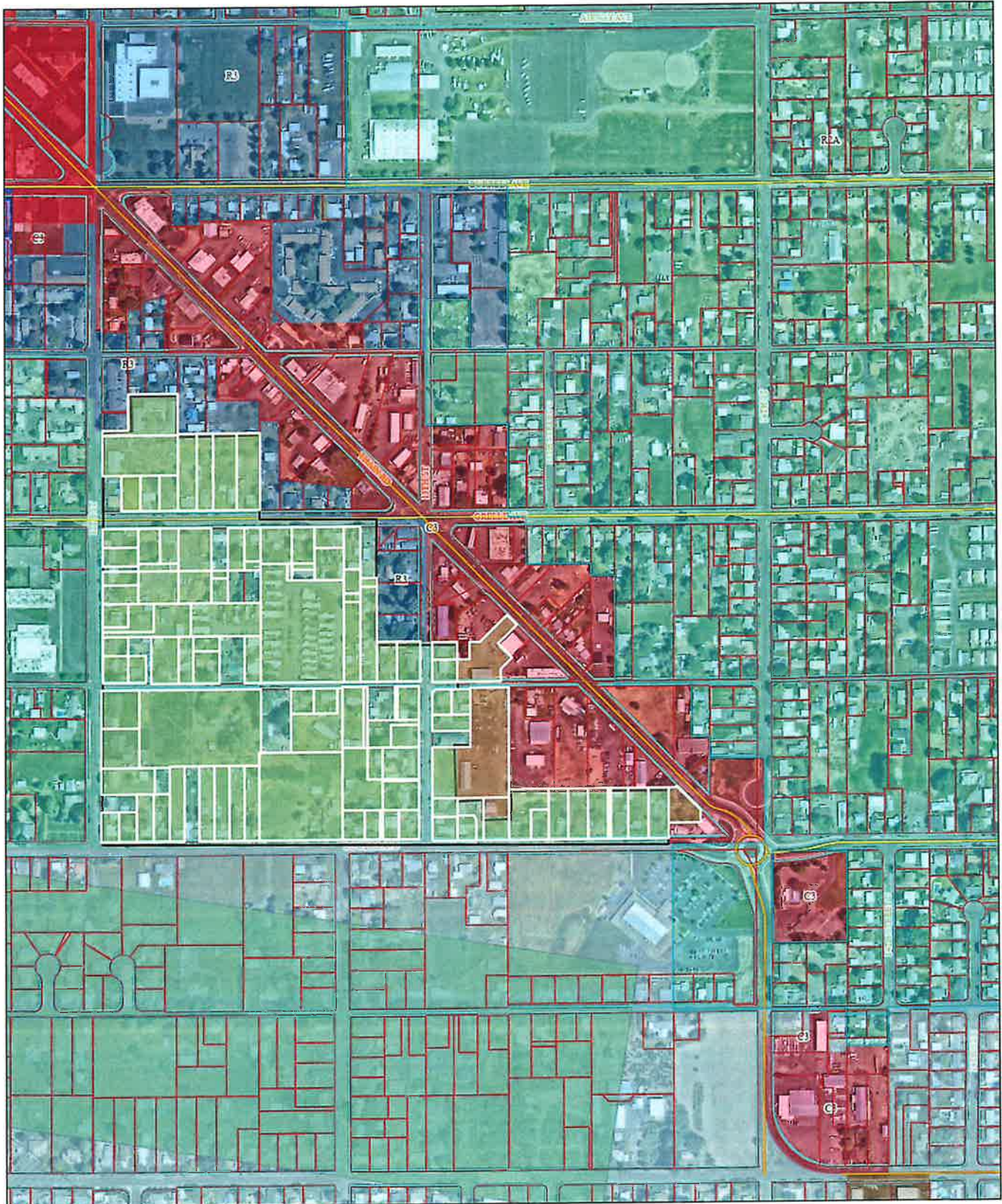
R3 - MEDIUM DENSITY RESIDENTIAL

Street

1:6,305



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### Zoning

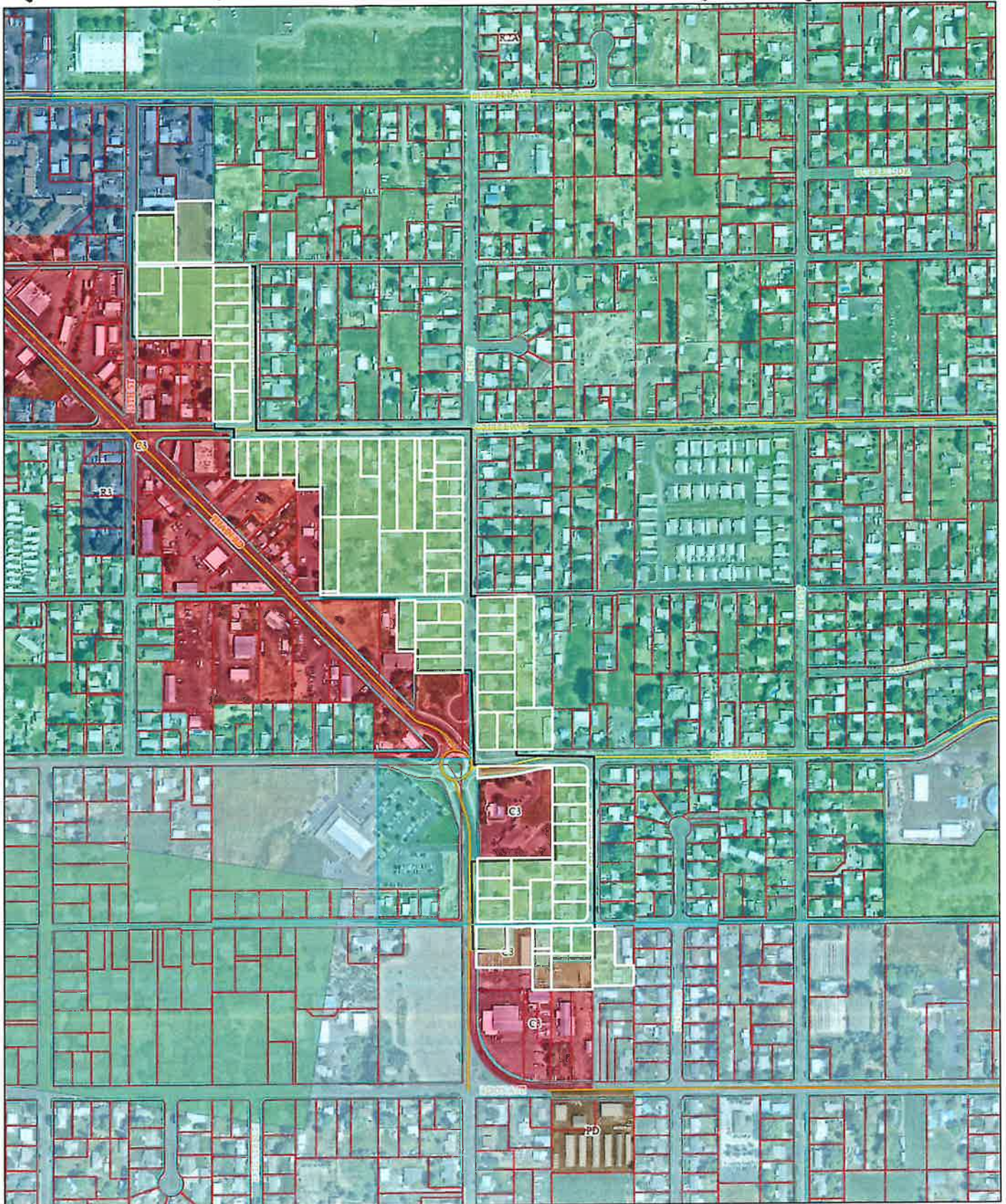
- AIA - AIRPORT OUTER CRITICAL OVERLAY ZONE
- AIA - TRAFFIC PATTERN OVERLAY ZONE
- C3 - COMMUNITY COMMERCIAL
- C4 - GENERAL COMMERCIAL
- PD - PLANNED UNIT DEVELOPMENT

- R1 - SUBURBAN RESIDENTIAL
- R2A - LOW DENSITY RESIDENTIAL(LIVESTOCK)
- R3 - MEDIUM DENSITY RESIDENTIAL
- R4 - HIGHER DENSITY RESIDENTIAL
- Street

1:6,305



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10/24/2024, 3:11:29 PM

Zoning

- AIA - AIRPORT OUTER CRITICAL OVERLAY ZONE
- C3 - COMMUNITY COMMERCIAL
- PD - PLANNED UNIT DEVELOPMENT

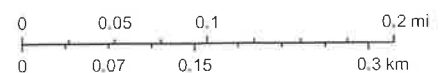
R1 - SUBURBAN RESIDENTIAL

R2A - LOW DENSITY RESIDENTIAL(LIVESTOCK)

R3 - MEDIUM DENSITY RESIDENTIAL

— Street

1:6,305



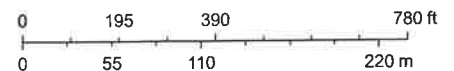
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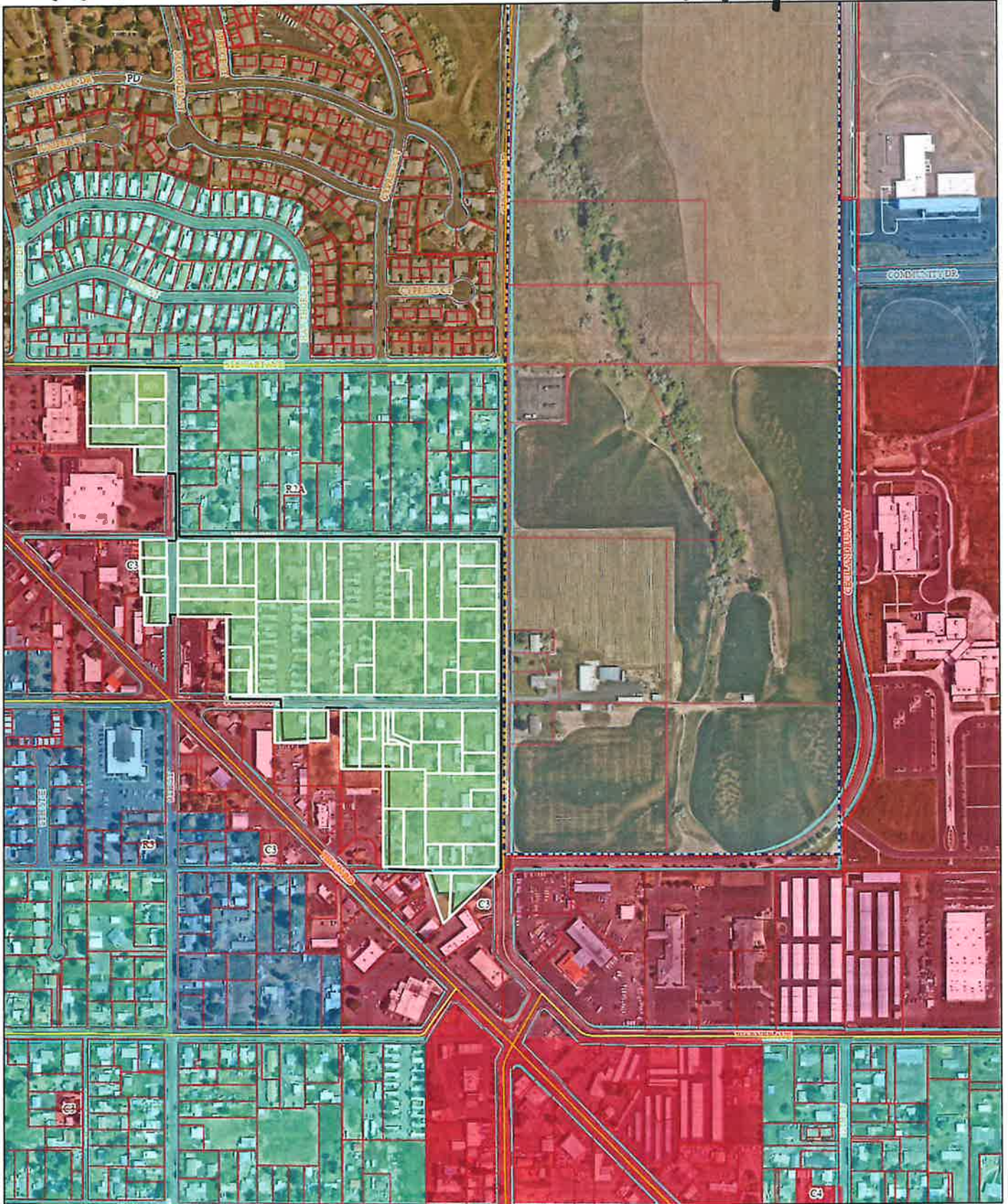
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— Street

1:3,107



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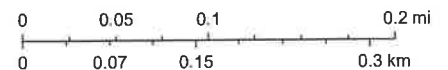
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## Zoning

- BASPAB - BRYDEN AVE SPECIAL PLANNING AREA B
- C3 - COMMUNITY COMMERCIAL
- C4 - GENERAL COMMERCIAL
- PD - PLANNED UNIT DEVELOPMENT

- R2 - LOW DENSITY RESIDENTIAL
- R2A - LOW DENSITY RESIDENTIAL(LIVESTOCK)
- R3 - MEDIUM DENSITY RESIDENTIAL
- Street

1:6,305



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# "Sunset" upzone

City of Lewiston

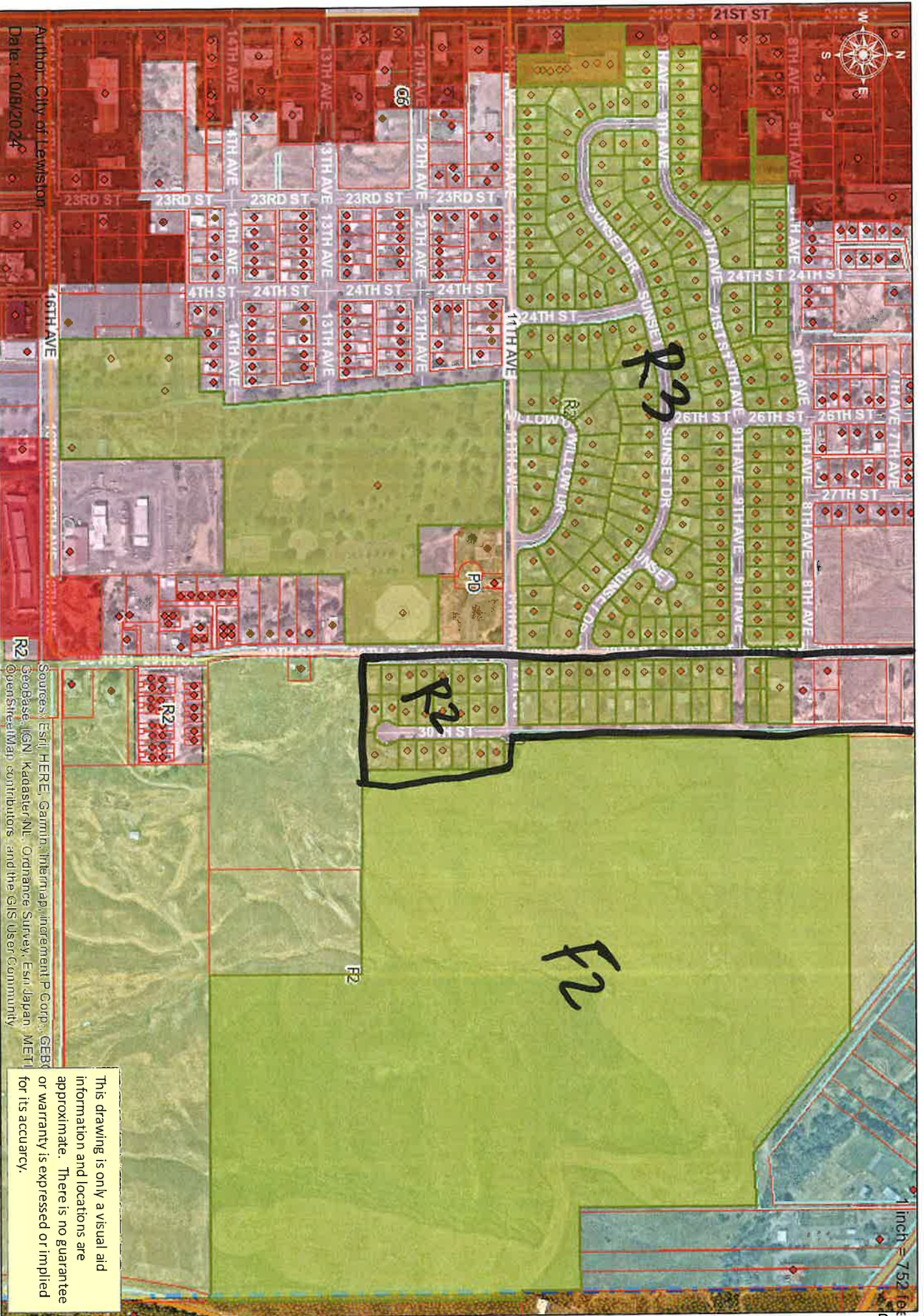
Map 1



# "Sunset" upzone

City of Lewiston

Map 2



This drawing is only a visual aid information and locations are approximate. There is no guarantee or warranty is expressed or implied for its accuracy.

