

Rethink Parking

An approach to parking reform in Fayette Co.

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Planning Commission Work Session, June 17, 2021

Regulation Review – What is this ZOTA seeking to achieve?

Responsive Parking

- No longer regulating the number
 - Focus on other aspects of development
 - Dense, compact development is safer and more accommodating for walking, biking and transit
 - Reduced paved surfaces provide numerous environmental benefits
- Provides choice for parking provider

Site Design Standards

- Adding site design and layout standards
 - Focused on health, safety, and welfare elements of parking lot design
 - Based on national standards and best practices, adapted to our local culture
- Promotes safety of all users

Regulations to set a new standard

- Setting a new standard for parking that will create **gradual change** over time
- Regulations that are designed for people instead of vehicles
- Responsive regulations that provide **balance**, **enhance** the city, and **enable opportunities** for everyone.





What have we **been doing?**

Mornings with Planning focuses on **Parking Reform** w/ National Panel

- Expert panelists from across U.S. representing planners, developers, policy-makers, and elected officials
- Key topics discussed:
 - Opportunities created through the elimination of parking minimums
 - High costs associated with overabundant parking
 - Creation of sprawl through traditional parking regulations
 - Impact of parking on housing affordability, density, and walkability

90 minute webinar

MORNINGS WITH PLANNING

NEW WAYS TO RECONNECT, REIMAGINE, & RESPOND IN A NEW REALITY.

Wednesday, April 7
9-10:30 am

A monthly interactive digital panel series, held on the first Wednesday of the month, to discuss how our City's planning efforts have evolved and changed over time.

This month's topic:
Parking Reform: Unlocking Economic Growth and Housing Supply

COVID-19 has hastened the pace of change in the retail landscape, providing opportunities to unlock economic growth and new housing supply through reimagined commercial spaces. This panel will discuss the need to reevaluate the role traditional parking regulations have played in hampering redevelopment.



Responsive Parking Stakeholder Campaign



Lexington needs
Parking Regulations
 that respond to...
Cyclists

Did you know?

Well-designed bicycle parking legitimizes cycling as a transportation mode by providing convenient parking equal to cars.

More efficient management of parking can provide the space and cost-savings for high quality bicycle infrastructure.

Designated bicycle parking keeps sidewalks clear for pedestrians and prevents damage to trees and street furniture often used for bicycle parking when racks are not present.

Bicycle parking designed for the intended use provides the appropriate security and surveillance to prevent parked bicycles from theft and vandalism.

Right-sized and well-screened parking places a focus on design that screens the parking from the street or corridors, creating a more welcoming and pleasing environment for all users.

Lexington needs
Parking Regulations
 that respond to...
Pedestrians

Did you  know?

More efficient management of parking can provide the space and cost-savings for high quality pedestrian infrastructure.

Improved site design of parking lots includes pedestrian-styled elements such as safe, visible, and accessible walkways and lighting.

Lots designed with higher standards place priority on pedestrians via sidewalks, speed tables, crosswalks etc.

Regulations that inform proper parking lot placement and orientation prioritize direct access for pedestrians to the building entrance.

Right-sized and well-screened parking places a focus on design that screens the parking from the street or corridors, creating a more welcoming and pleasing environment for all users.

Lexington needs
Parking Regulations
 that respond to...
Businesses

Did you  know?

High-quality pedestrian and cyclist infrastructure is good for business, providing access for more patrons.

Right-sized parking emphasizes good site design and opens areas for more buildable area.

Well-designed lots with accurate landscaping are more inviting and have a positive impact on owner experience, acting as the first and last impressions of a user's trip.

More efficient management of parking can generate the space and the cost-savings to invest in other areas of the business.

Too much parking can limit the creative use of both potential commercial and residential space. Rather, flexible parking removes these limitations.

Lexington needs
Parking Regulations
 that respond to...
Environment

Did you  know?

Excessive parking imposes unnecessary impervious surfaces, which generates more stormwater runoff and water pollution.

Temperatures in surface parking lots can be 20-40 degrees higher than surrounding areas, thus contributing to the urban heat island effect.

Overparking is unsustainable, has a cumulative impact on the environment, and can consume a large amount of land.

Providing right-sized and well-landscaped parking shades adjacent buildings and parking lots, lowering buildings carbon footprint and offsetting the heat island effect.

Enhanced landscaping standards for parking lots improves the growth and longevity of trees and shrubs, helping to offset heat island and stormwater impacts.

Lexington needs
Parking Regulations
 that respond to...
Neighborhoods

Did you  know?

On average, about 17% of the cost of rent is attributed to provided parking. This is due to the average high cost of building and maintaining a parking space:

- \$15,000/surface space
- \$25,000+/above ground space
- \$35,000+/below ground space

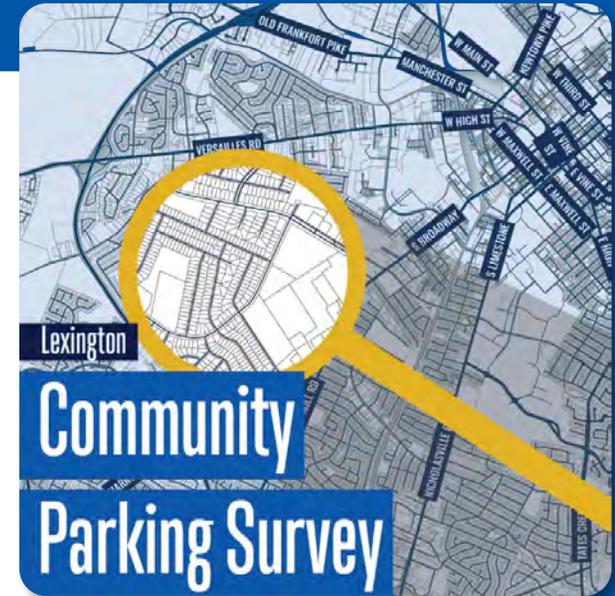
Flexible parking allows for a more efficient use of space, providing more area for housing and open space for people rather than cars.

Multi-modal development promotes more creative and attractive layouts for residential, commercial, and mixed use areas.

Right-sized and well-screened parking places a focus on design that screens the parking from the street or corridors, creating a more welcoming and pleasing environment for all users.

Lexington Community Parking Map

- Call to community members to submit data on publicly accessible lots in Lexington
- Users can pin parking lots on a map and view other submissions
- Option to evaluate lot as *overcrowded*, *underutilized*, or *other*
- Comments optional, but encouraged
- Will be used to help illustrate our community's need for flexible yet focused reform



A Few Simple Steps...

- 1 Identify a parking lot in Lexington you want to call attention to.
- 2 Access the map and survey using the link below.
- 3 Use the address search to locate the parking lot of interest. Drop pin.
- 4 Answer **one** question and provide comments, if desired.
- 5 Repeat as many times as you can stand.

[Imaginelexington.com/rethink-parking](https://imaginelexington.com/rethink-parking)



Submit Your Survey
Link in bio or arcg.is/1qKy5m

Let's Rethink Parking in Lexington Story Map & Survey



<https://arcg.is/1vWD8r2>

- Interactive exhibit to guide interested members of the public through the foundation, motivation, and framework of the “Rethink Parking” proposal
- Survey was included to collect more information about the public’s values, experiences, and preferences when it comes to parking in Lexington

Rethink Parking Focus Group

- Group of community members with differing viewpoints on parking brought together to look at the proposed ZOTA
- Met for 3 meetings
 - May 4 Introduction to the Project
 - May 11 Breakout Groups
(Neighborhood Interest / Development Related)
 - May 25 Recap and Recommendations

Rethink Parking Focus Group

Members

Neighborhood Interest

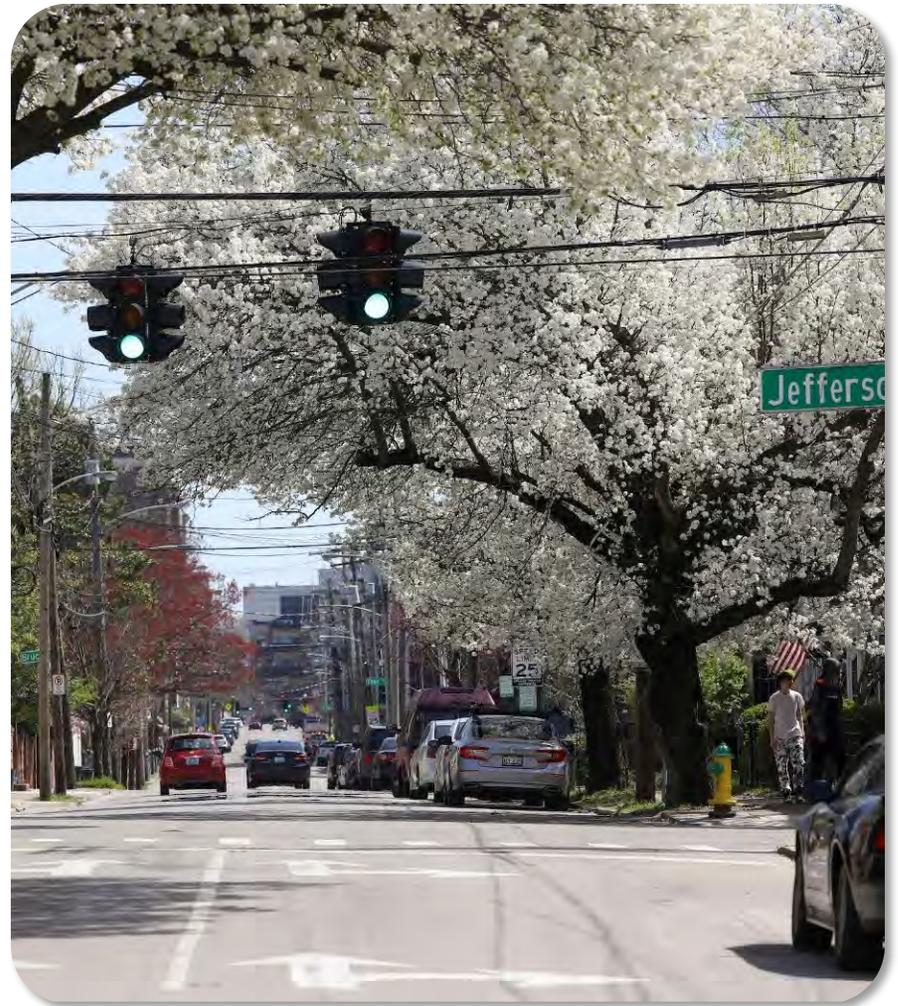
Christina E. Bard	Houston Hall
Sandra Broadus	Jason Jones
Greg Butler	Keith Jones
Raquel Carter	Justin Kirchner
Ginny Daley	Lee Poore
Walt Gaffield	Meredith Price
Megan Gulla	Chancellor Scott
Blake Hall	

Developer Focused

Tony Barrett	Stewart Perry
Ross Boggess	Mike Scanlon
Bishop Carter IV	Scott Southall
Rachel Childress	Harold Tate
Harding Dowell	Dudley Webb
Jeff England	Jessica Winters
Rory Kahly	Dan Wu
Claudia Michler	

LFUCG Related Stakeholders

- Commission for People with Disabilities
- Traffic engineering
- Environmental quality
- LexPark
- Public Safety

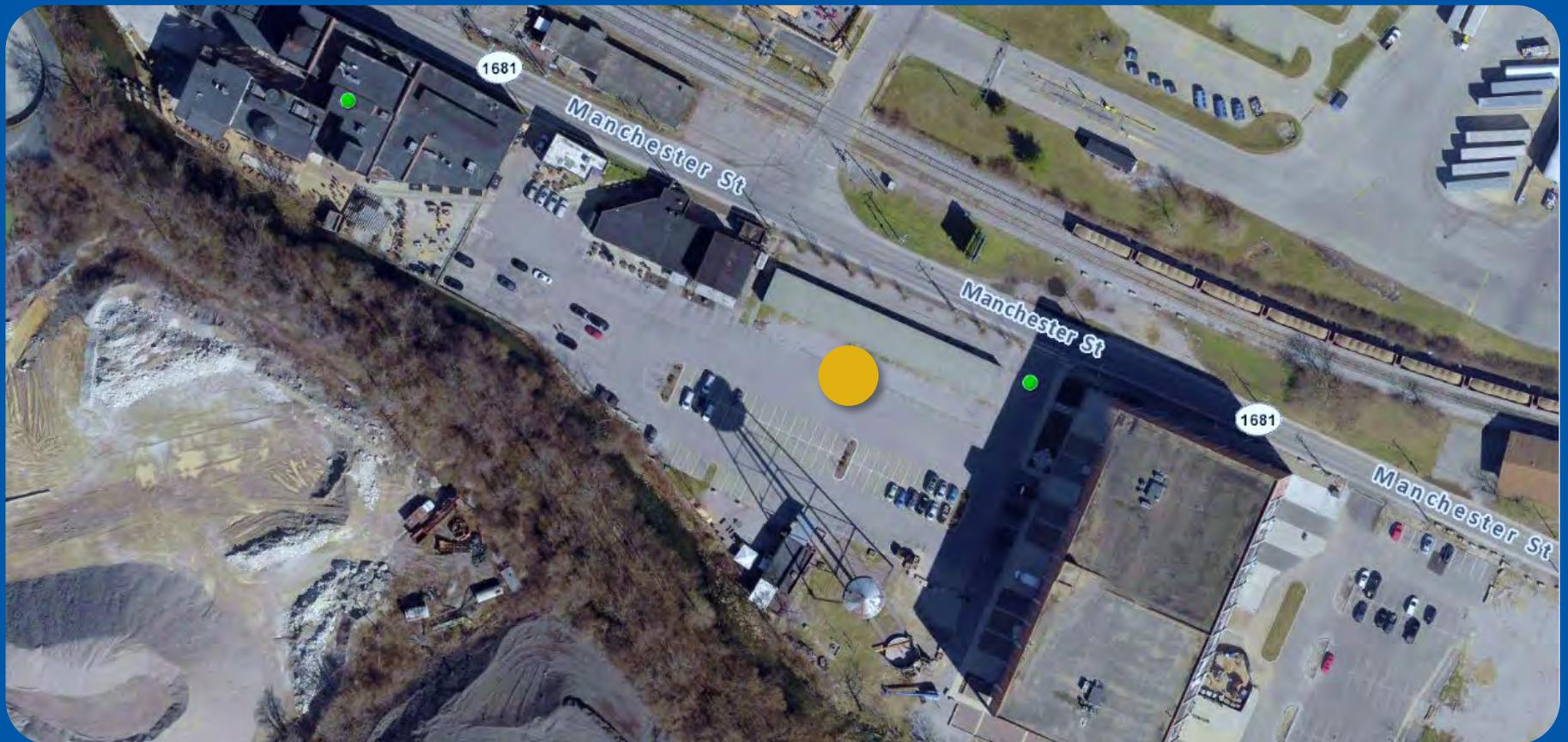




What have we **heard**?

Lexington Community Parking Map

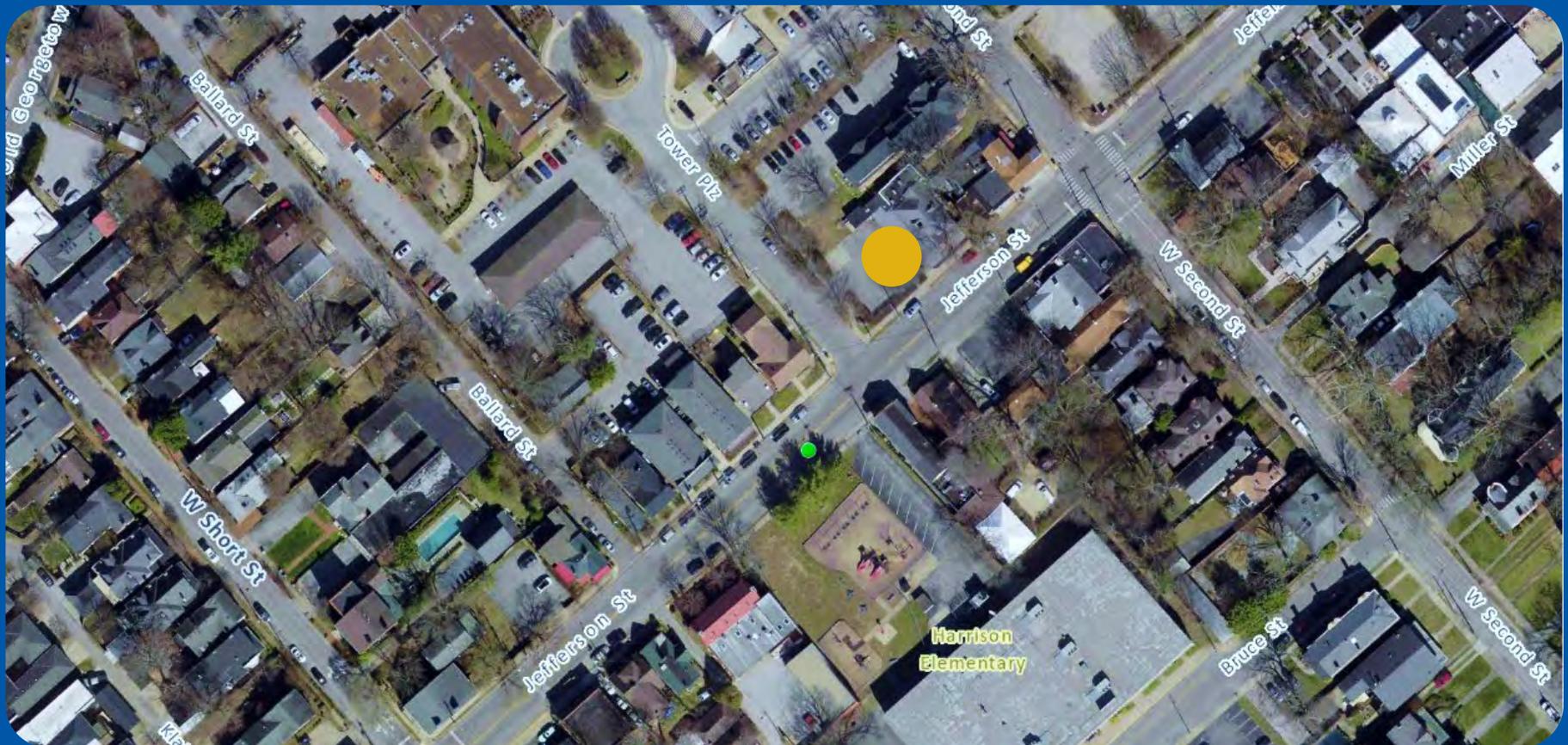
Concerns about overcrowded lots in popular destinations



“I hesitate to go to this distillery district after about 5pm because of concerns about not being able to find a parking space.”

Lexington Community Parking Map

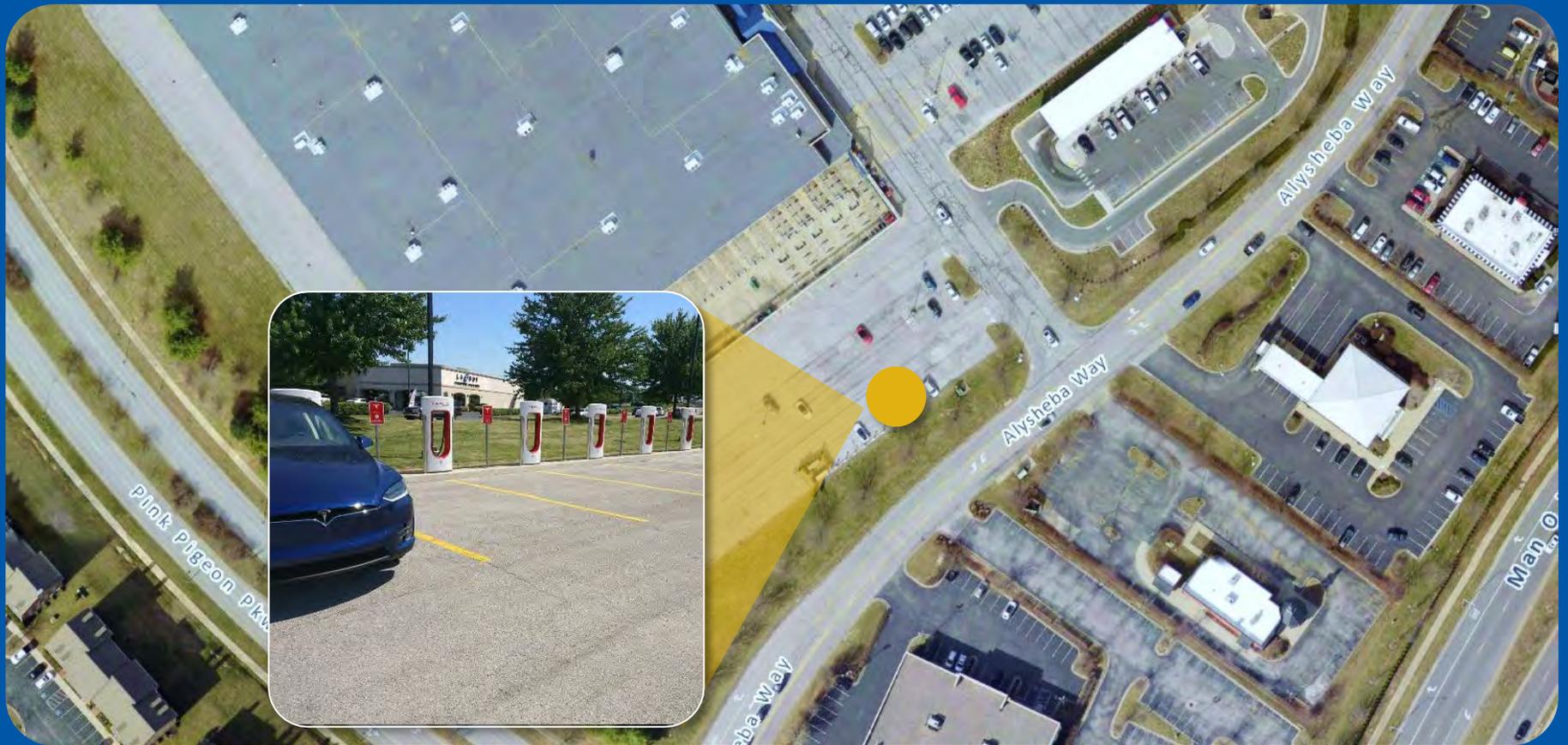
Concerns about overcrowded lots in popular destinations



“I enjoy these Jefferson street restaurants but the parking is difficult.”

Lexington Community **Parking Map**

Demand for innovative features to support new technology



“We should have a fast EV charger in a parking lot somewhere just off the circle on the South side to attract the tourism of the future.”

Lexington Community **Parking Map**

Difficult navigation for both motorists and pedestrians

“We primarily use the Kroger on W Lowry Lane. That parking lot is pretty overcrowded though. It's hard to get in and out of. We typically work the time of our grocery shopping around being able to get in and out of here. We either order delivery or go before 7 AM.”

“Difficult to navigate and access. No pedestrian zones. No shade.”

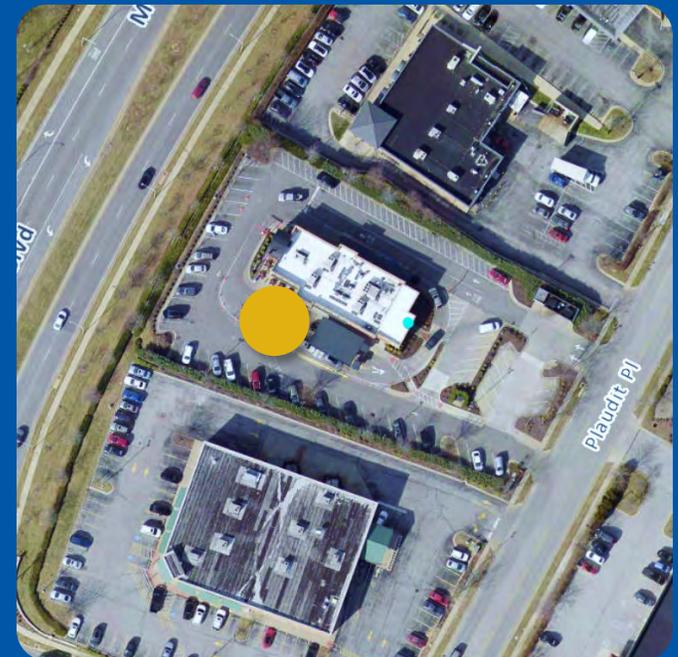
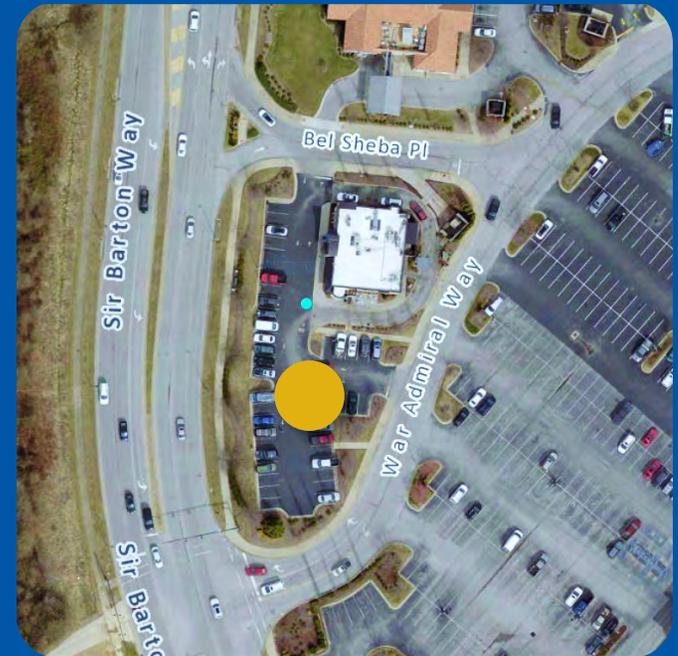


Lexington Community **Parking Map**

Parking issues unique to certain businesses

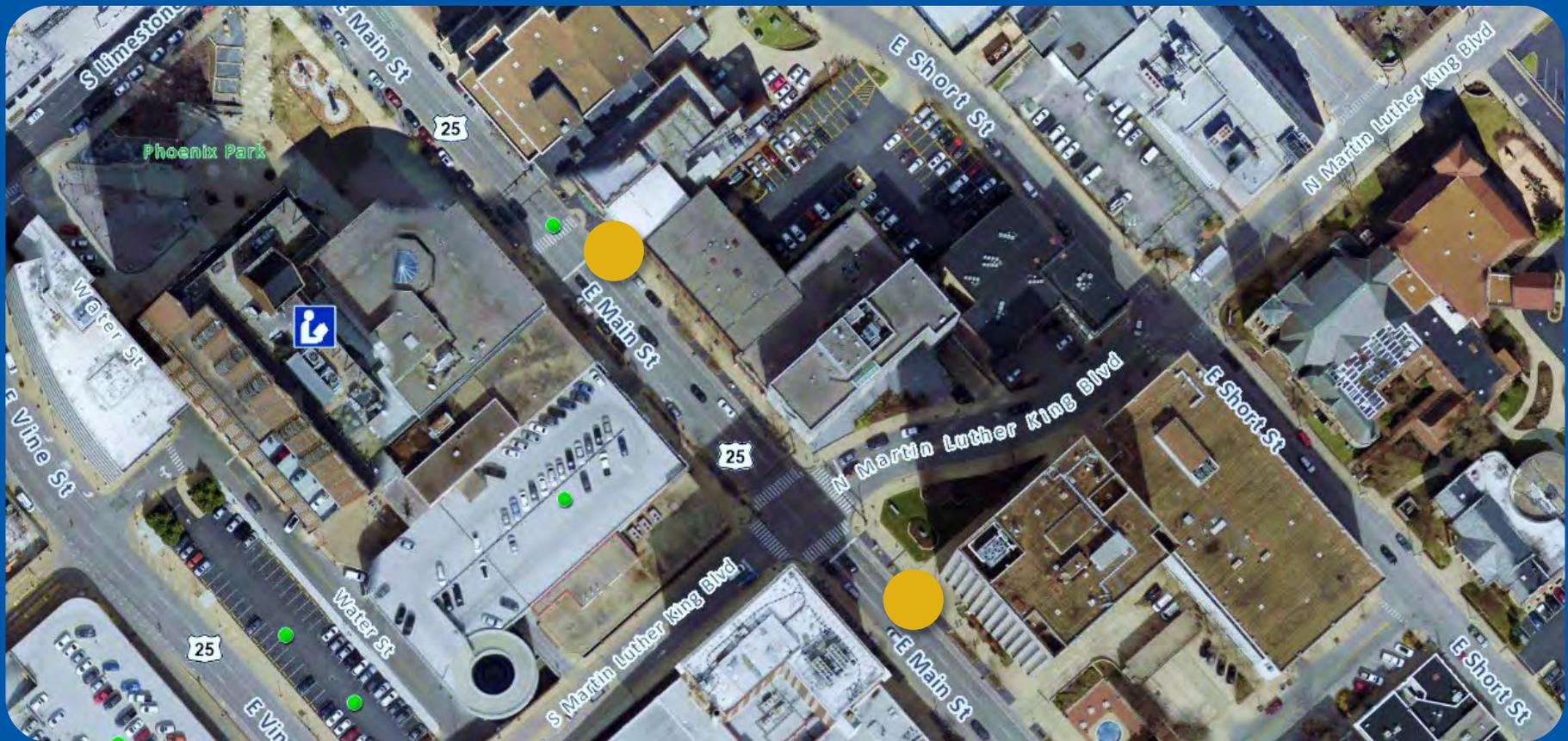
“Drive thru line space is extremely too small. Line is always out into the side street, into the Hobby Lobby parking lot or backed up on to Sir Barton Way. They should remove the parking spaces and make a two lane drive through. Same comment for Hamburg's Chick-fil-A.”

“Drive thru line often overflowing into the side streets. If they could replace their parking spots with additional lanes that would help. This is the Chick-fil-A.”



Lexington Community **Parking Map**

Need for improved enforcement of parking/curbside management

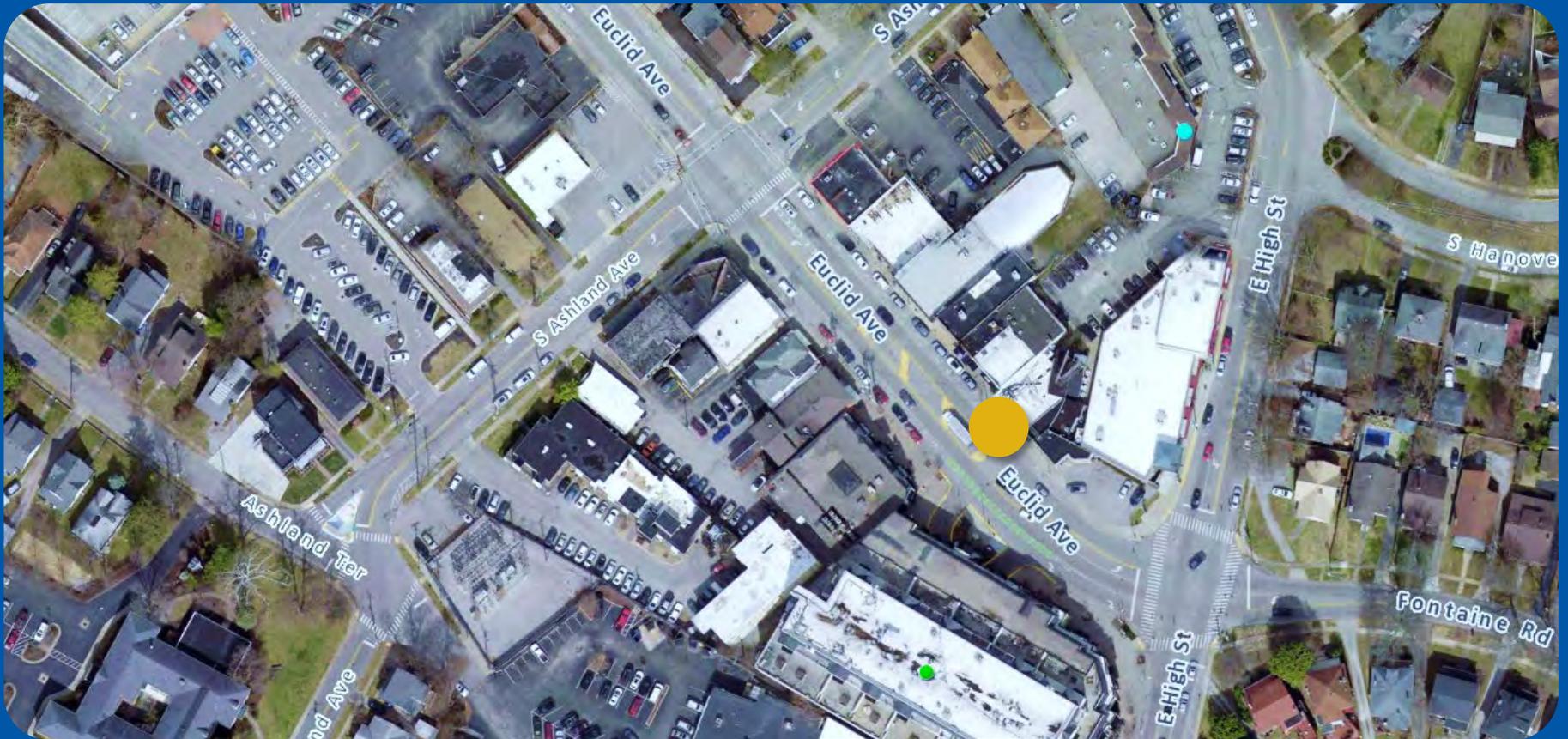


“UPS truck parked in the bike lane.”

“Vehicle parked in the bike lane.”

Lexington Community **Parking Map**

Lack of safe access for those entering and exiting parking lots



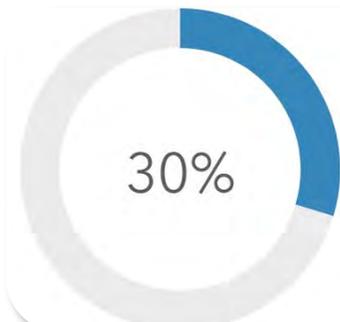
“We love bourbon n Toulouse and the Starbucks on High/Ashland but typically order BnT for delivery or takeout because of parking in the lot behind BnT (where the UPS store is). It's hard to get in and out of.”

Let's Rethink Parking in Lexington, KY Feedback Survey

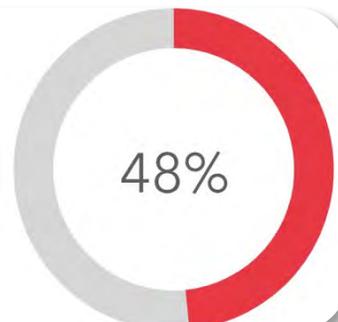
Majority – There should be a change in how we regulate parking.

- Most people understand and believe that there should be a change in how we regulate parking in Lexington.
 - A not overwhelming majority feel **developers, property owners, or business owners** are best suited to determine the number of parking spaces, rather than the **government**.

Who is best suited to decide how many parking spaces are needed **for businesses?**

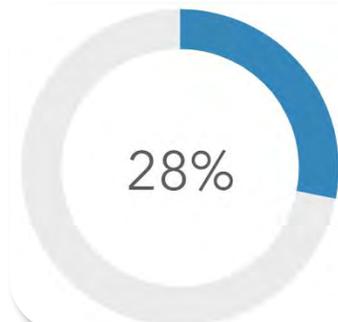


The Government

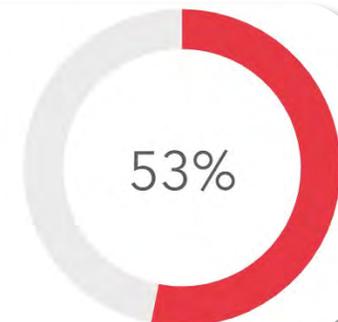


The business or owner of the building

Who is best suited to decide how many parking spaces are needed **for households?**



The Government



The developer or property owner

High value for shared parking, improved safety, and walkability

- **Shared Parking:** Overwhelmingly, people feel parking should be allowed to be **shared across uses**.
- **Public Safety:** There is a strong feeling that the safety of parking lots should be improved, specifically when it relates to:
 - Entering/exiting parking lots
 - Lighting
 - Perimeter/interior landscaping
- **Walkability:** A clear majority of respondents desire a **walkable neighborhood** over abundant parking. Even more feel that public streets are acceptable places for motorists to park.



Let's Rethink Parking in Lexington, KY Feedback Survey

Highlights from the Comments Section

“Many downtown parking lots have blind spots for reentering traffic... While I want less lots and more walkability, the visibility from lots needs to be considered...”

“I don't feel the government should allow the wild west, but it is too restrictive at this time.”

“I support less parking and building for people rather than cars.”

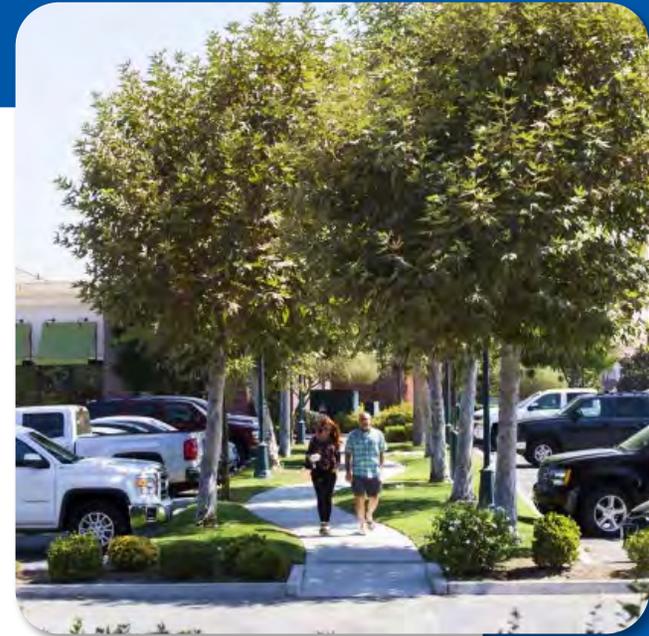
“I would like Lexington to become more dense. More people will be walking or using public transit and the need for parking spaces will diminish.”

“As a pedestrian who frequents public transportation, I would greatly appreciate revamping the parking ordinances. If business owners realized that poorly designed parking is a deterrent to shopping it might help reshape the development standards. Personally, I avoid shopping in locations that have expansive lots of pavement. It makes shopping a chore.”

LFUCG Internal Stakeholders

Operational concerns attached to parking reform

- **Commission for People with Disabilities**
 - Operational issues around accessible parking
- **Environmental Quality:**
 - Landscaping and tree survival
 - Stormwater mitigation on-site
- **Traffic Engineering:**
 - Better design of on-street parking areas
 - Indicating that parking is expected and encouraged through ROW design
 - Proper enforcement of restricted on-street parking



Rethink Parking Focus Groups

Key Takeaways

What we are seeking to achieve...

What we heard...

Residential development that is able to right-size their parking to the needs of their residents.

Concerns about removing parking minimums may put undue stress on already overparked neighborhoods.

Higher quality landscaping requirements in parking lots to counteract carbon emissions, stormwater management, and heat island effect

Landscape requirements in the design standards will add cost and use up land for developers

Rethink Parking Focus Groups

Key Takeaways

What we are seeking to achieve...

What we heard...

Parking lot design that creates clear but separate circulation routes for vehicles and pedestrians/cyclists.

Diverging opinions on who should get prioritized in a parking lot – the vehicle, the consumer, the pedestrian, etc.

Parking lots with enhanced landscaping and lighting requirements.

Ensure that the landscaping and lighting make the parking lot safer, rather than providing places for people to hide.



What are we **doing next?**

Next Steps for “Rethink Parking”

**(TODAY) June
Work Session –
Public Input
Overview**

Complete and share analysis
of survey data.

Coordinate follow-up
discussions with stakeholders.



**July Work Session –
How we have
responded**

Rethink Parking

An approach to parking reform in Fayette Co.

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