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*(This is the fourth in a series of updates on zoning in Kenton County. The series is intended to brief city and county elected officials on issues being addressed by NKAPC in the **2020 Sourcebook**, a new model zoning ordinance for Kenton County's local jurisdictions. We hope you find it timely and thought provoking and encourage you to contact us using the link below if we can provide more information or answer any questions.)*

Off-street parking regulations in an age of transportation flux

The problem with most of today's parking regulations is that they fail to reflect the actual demand for day-to-day parking. They also focus almost exclusively on paving large expanses of land at the expense of the environment.

Current off-street parking regulations in Kenton County come in a "one size fits all" format. This leaves developers with no choice but to meet minimum requirements, even if they exceed what demand will be. It also prompts the unnecessary paving of untold acres of land and increases stormwater runoff exponentially.

In updating off-street parking regulations, NKAPC staff used several highly-reputable resources for bases: the American Planning Association; the Institute of Transportation Engineers; and, the Urban Land Institute. Staff also compared Kenton County's off-street parking regulations with those of neighboring counties.

From this research, the *2020 Sourcebook* provides new regulations with two significant changes:

- minimum parking requirements have been adjusted to reflect actual parking demand; and
- developers will have an option to present an alternative minimum by pursuing and submitting an Off-Street Parking Demand Study for review.

The Off-Street Parking Demand Study: what information is required?

As outlined in the *2020 Sourcebook*, an Off-Street Parking Demand Study must show that the required minimum number of spaces is substantially more than what will actually be required.

To prove this, the parking study must establish estimates based on recommendations from the Institute of Transportation Engineers or other source. It may also take into account off-site parking (such as a public parking garage), business improvement districts, access to both mass transit and public parking, and/or other unique considerations for the project. The Off-Street Parking Demand Study must prove that a reduction in parking standards is justifiable because a reduction could be approved.

As an example, a Walgreen's pharmacy in a suburban setting would require more off-street parking than the same Walgreen's in an urban setting because of the urban store's proximity to public transportation, on-street parking, and/or public lots and garages. Under current regulations, each would be required to provide the same number of spaces.

The advantages of the *2020 Sourcebook's* new approach

Updated minimum parking regulations and off-street parking demand studies provide benefits to both urban and suburban areas:

- freeing space for development that would otherwise be paved for parking;
- preventing the over-paving of sites;
- providing a financial benefit through greater flexibility and more efficient land use; and
- providing an environmental benefit by reducing runoff and pollution from entering the community's waterways.

To contact a staff member who can answer your questions about the issues covered in this update or on the *2020 Sourcebook* in general, click [here](#).