

Leah,

Response from Don Elliott regarding Clarion's parking code recommendations. John Clark had asked for an explanation.

Tim

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From: **Don Elliott** <[delliott@clarionassociates.com](mailto:delliott@clarionassociates.com)>

Date: Thu, Jul 14, 2016 at 2:31 PM

Subject: Downtown Parking

To: Tim Teddy <[ttteddy@gocolumbiamo.com](mailto:ttteddy@gocolumbiamo.com)>

Tim:

You have asked Clarion Associates to clarify why we did not recommend minimum parking requirements for residential uses in the downtown Columbia zoning district (currently C-2, but proposed to become M-DT). In our experience (and in rough numbers), we find that about half of the medium and large downtowns in the U.S. have minimum parking standards, while the other half do not, and we do not hear more complaints about downtown parking from one group or the other. This leads us to believe that in medium or large downtowns the market tends to address parking demands – when they come into short supply the price rises and at some point one of three things happens: (1) complaints about a shortage of inexpensive parking incent a public parking authority to construct more parking, or (b) added revenue to be gained from parking lead private entity to construct more parking and make it available to the public for a price, or (c) tenants, residents, and users of downtown buildings tend to drive and park less (and over time occupancy tends to swing towards those who have fewer needs for parking spaces. These trends tend to be the same for residential, commercial, institutional, and industrial users, and we have seen significant changes over the last 15 years in occupancy in downtown areas towards households with fewer cars and non-residential occupants that require parking less frequently. For those reasons, our general advice that minimum parking requirements are not needed for downtown areas is not limited to commercial or non-residential users. In some cases, however, our clients have unique challenges – that lead us to recommend that a minimum parking requirement be retained for specific uses that create congestion or parking challenges that the market is unwilling or unable to address.

Don Elliott