

Columbia City Council Pre-Council Minutes
Monday, April 4, 2011 – 6:00 p.m.
Conference Rooms 1A and 1B – City Hall
Columbia, Missouri

Council members present: Mayor McDavid, Paul Sturtz, Jason Thornhill, Gary Kespohl, Daryl Dudley, Laura Nauser, and Barbara Hoppe

Absent: None

Mayor McDavid called the meeting to order at 6:00 p.m.

Pre-Council topics include:

Responsive Government Initiative – Planning

Tim Teddy, Planning Director, reviewed the Planning and Development Department's responsive governance initiative – see attached.

Barbara Buffaloe, Sustainability Director, along with the student project leader, provided Council with a brief presentation of the LEED-ND Evaluation and the suggested next steps for city staff, particularly the Planning Department. (see attached LEED-ND Evaluation Existing Neighborhood and Charrette Scenerio)

Parking Fees

Councilmember Kespohl brought to staff's attention an inconsistency in the ordinance language pertaining to Sec 14-393 Parking fees for unmetered off—street facilities – see attached handout. He asked that the ordinance language be clarified.

John Blattel, Finance Director, explained the \$60 versus \$100 month charge for parking spaces. The new garage will hold 100 parking spaces – IRS regulations 28 exclusive use of hotel 24/7 at the rate of \$100. The remaining 72 spaces, would be normal, covered \$60/month and paid on a monthly basis per restrictions. Definition of a "designated space" is a space assigned to one person.

Mr. Glascock distributed the attached handout regarding the parking needs assessment.

B103-11 transfer of rental certificates

Leigh Britt, Manager, Office of Neighborhood Services, explained the options available in the Council memo being introduced on tonight's agenda.

Ajustments to the Agenda

(2) Amendment sheets – B75-11 and B76-11 – currently shown on consent agenda; move under old business.

Public Hearing (B) – construction of Old 63 Grindstone Pedway project – staff requests tabling until May 2 Council meeting.

Other

With no further business, the meeting adjourned at approximately 6:55 p.m.

Council Bill: B 75-11

MOTION TO AMEND:

MADE BY: _____

SECONDED BY: _____

MOTION: I move that Council Bill B 75-11 be amended as set forth on this amendment sheet.

=====

Material deleted from the original bill is shown in ~~strikeout~~; material added to original bill shown underlined.

The title of the ordinance is amended as follows:

extending the corporate limits of the City of Columbia, Missouri, by annexing property located east of the intersection of North Tower Drive and Prathersville Road (1775 and 1785 ~~and 1795~~-Prathersville Road); directing the City Clerk to give notice of the annexation; placing the property annexed in District C-1 and District R-1; and fixing the time when this ordinance shall become effective.

...

Council Bill: B 76-11

MOTION TO AMEND:

MADE BY: _____

SECONDED BY: _____

MOTION: I move that Council Bill B 76-11 be amended as set forth on this amendment sheet.

=====

Material deleted from the original bill is shown in ~~strikeout~~; material added to original bill shown underlined.

The title of the ordinance is amended as follows:

extending the corporate limits of the City of Columbia, Missouri, by annexing property located west of the intersection of U.S. Highway 63 and the Prathersville Road interchange (~~4775-1795~~ Prathersville Road); directing the City Clerk to give notice of the annexation; placing the property annexed in District R-1; and fixing the time when this ordinance shall become effective.

...

City of Columbia
Planning and Development Department
Responsive Government Initiative
April 4, 2011

*The City of Columbia...committed to excellent service, communication, integrity,
teamwork and using resources wisely*

General information

Location: 5th Floor Daniel Boone Building
Staff: 12 permanent full-time, 2 temporary full-time
FY2011 Budget: \$1.4 million
Funding: General fund local and federal formula grant sources
Divisions: Planning (development services, transportation planning, historic preservation) and Community Development (housing programs and housing and community development grant administration and planning)
Director: Tim Teddy
Code reference: Ch. 20, City Code

What we do – functions and services “Looking forward and looking after”

Development Services

Annexations and annexation agreements
Annual development report
Certified Local Government (CLG) grants (historic preservation)
City plans and studies (areas, corridors, neighborhoods)
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** City-County-MoDOT agency. Membership established in by-laws.

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3 priorities

- Getting the comprehensive plan done
- Completing an evaluation of development codes (subdivision and zoning)
- Adapting the CD division to new fiscal realities (federal budget cuts)

Major challenges

- Integrated tracking and information systems (HTE and beyond)
- Uniform, consistent standards of service to all customers (external – citizens, applicants, peers; internal – departments, commissioners, council)
- Uncertainty in the federal budget, affecting formula grants

Customer service initiatives

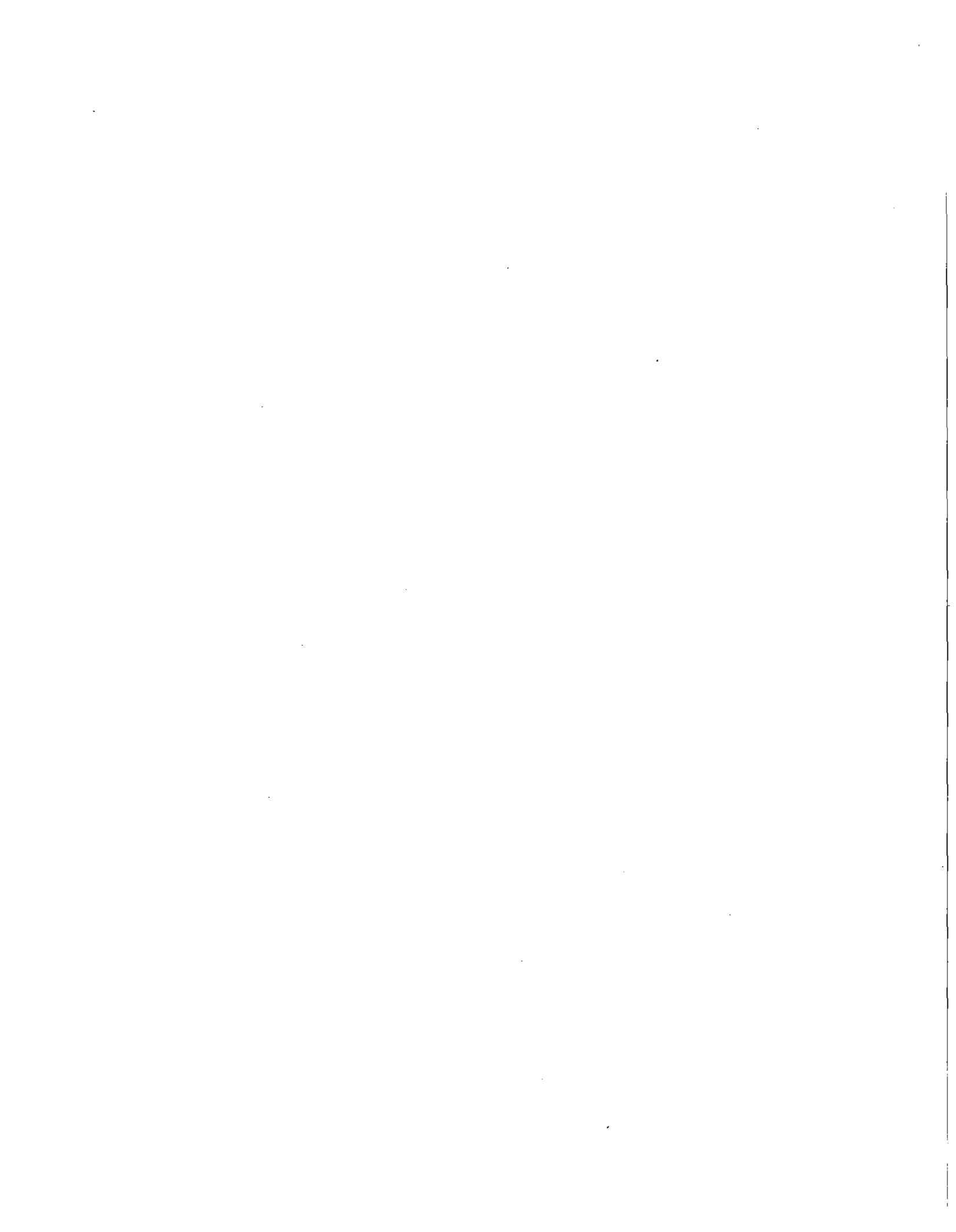
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(benchmark: customers served satisfactorily)
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(benchmark: lower net cost to city)
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LEED-ND Evaluation

Existing Neighborhood and Charrette Scenario

Purpose

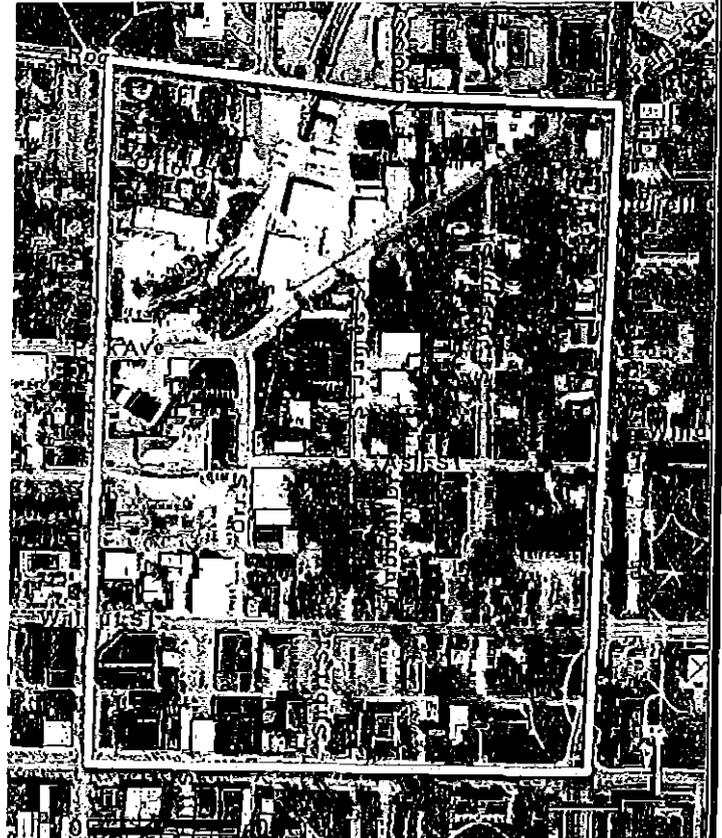
This report was completed with the purpose of identifying items within the 2009 *LEED Neighborhood Development Rating System* that should be investigated further to assist and encourage developers in implementing LEED-ND or other sustainable development principles in future development projects.

Background

This report follows the Columbia Visioning Process, which identified LEED and sustainable development as a community priority, and the Charrette Report, which documents community driven planning and identification of development priorities for areas near downtown Columbia.

Summary

Using the 2009 *LEED Neighborhood Development Rating System*, a study area covered in the Charrette report was evaluated under two scenarios. The first scenario considered the study area as an existing neighborhood. Evaluation of the existing neighborhood identified LEED-ND items met or not met by the current situation. The second scenario considered community development priorities for the study area identified in the Charrette Report. Evaluation of this charrette scenario identified possible code or ordinance hurdles to sustainable development goals forth by LEED-ND. These hurdles were summarized into lists of action items, one for the Planning Department and one for developers.



While this report covers only one study area and evaluations for existing neighborhoods may vary from place to place in Columbia, the evaluation of the charrette scenario and the identification of action items resulting from this evaluation are applicable to sustainable development strategies anywhere in Columbia.

Action Items

From all of the items set forth by the 2009 LEED Neighborhood Development Rating System the report identified a more concise list of items to be investigated by the City of Columbia Planning Department and a list of items to be integrated by developers into future developments.

Planning Department Action Items

- Identify code, ordinance, or existing infrastructure restrictions or limitations to:
 - Minimum building-to-street-width ratio of 1:3
 - Allowable building heights
 - Zero lot line building setbacks
 - Mixed-use building requirements
 - Building reuse and form-based codes for historic preservation
 - Residential densities
 - Speed limits for residential and mixed use streets
 - On-street parking
 - Sidewalk additions and widths
 - On-site stormwater retention
 - On-site wastewater reuse

Developer Action Items

- Address the following items as preferred by the 2009 LEED Neighborhood Development Rating System:
 - Residential and non-residential densities
 - Project internal connectivity and multi-modal transportation
 - Building reuse and form-based codes for historic preservation
 - Integration of on-site stormwater retention
 - Application of native plants in landscaping and the minimization of irrigation
 - Preferred sidewalk widths
 - Enclosed transit shelters and enclosed bike storage
 - Publicly accessible recreation facilities
 - On-site recyclables and waste collection

Conclusion

While developers must address the sustainability and design priorities set forth by LEED-ND, a pro-active approach to addressing sustainable development hurdles that may exist in city codes or ordinances by the Planning Department serves to smooth the path for developers, address community development priorities, and promote future sustainable development in Columbia.

- (2) *Grissum Building lot.* On the north side of Lakeview Avenue, adjacent to and west of the Grissum Building.
- (3) *Public Works storage lot.* Located adjacent to and south of Chestnut Street and east of the MKT Railroad right-of-way.
- (4) *Worley Street property.* At the northwest corner of Worley Street and West Boulevard North.

(b) It shall be unlawful for any person to stop, stand or park a vehicle in any of the hereinafter listed municipal parking lots, unless a parking sticker sold or issued under the authority of section 14-393 of these ordinances shall be conspicuously displayed and permanently affixed to such vehicle.

- (1) *Municipal Building lot.* The south thirty (30) feet of the west one hundred (100) feet of the paved area south of the municipal building and the paved area immediately east of such building.
- (2) *Fire, Police Building lot.* At the southeast corner of Sixth Street and Walnut, and northeast of the Fire—Police Building.
- (3) *Eighth and Ash rental lot.* At the northwest corner of Eighth and Ash Streets, and the southwest corner of Eighth Street and Park Avenue.
- (4) *Municipal Lot No. 7.* Located north of Ash Street, between Eighth and Ninth Streets. (Code 1964, § 12.635; Ord. No. 14882 § 1, 6-17-96; Ord. No. 17159, § 1, 2-4-02)



Sec. 14-393. Parking fees for unmetered off-street facilities.

(a) For a parking permit for parking in a nondesignated unmetered parking space in the municipal parking garage located at the northeast corner of Eighth and Cherry Streets, the following rates are hereby established.

	<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
First, second, third and fourth floors	\$60.00	\$175.00	\$660.00

For a designated parking space in the municipal parking garage located at the northeast corner of Eighth and Cherry Streets, the rate is established at one hundred dollars (\$100.00) per month.

The yearly permit rate will be discounted by five (5) per cent when purchased in groups of five (5) or more by any one individual, business or agency.

(b) For a parking permit for parking in a nondesignated parking space in the municipal lot located at Eighth and Ash Streets, the following rates are hereby established:

<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
\$40.00	\$115.00	\$440.00

(c) For a parking permit for parking in designated parking spaces in Municipal Lot No. 7, located north of Ash Street between Eighth and Ninth Streets, the following rates are hereby established:

<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
\$40.00	\$115.00	\$440.00

(d) For a parking permit for parking in all parking spaces in the municipal lot located east of Tenth Street and north of the alley north of Walnut Street, the following rates are hereby established:

<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
\$40.00	\$115.00	\$440.00

(e) For a parking permit for parking in all nondesignated parking spaces in the municipal lot located at the southeast corner of Ash and Ninth Streets which are on the north side of the lot adjacent to Ash Street, the eleven (11) spaces on the north side of the center island and the space reserved for the minister of the First Christian Church, the following rates are hereby established:

<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
\$40.00	\$115.00	\$440.00

→ (f) For a parking permit for parking in parking spaces in designated areas of the municipal parking plaza located south of Walnut Street between Seventh and Eighth Streets, the following rates are hereby established:

	<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
(1) Top tier	\$50.00	\$145.00	\$550.00
(2) Fourth floor, third floor the NE and SW Sections, and the north ½ of the bottom tier	60.00	175.00	660.00

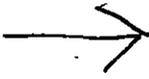
For a designated parking space in the municipal parking plaza located south of Walnut Street between Seventh and Eighth Streets, the rate is established at one hundred dollars (\$100.00) per month.

The yearly permit rate will be discounted by five (5) per cent when purchased in groups of five (5) or more by any one individual, business or agency.

A fee of five dollars (\$5.00) each shall be imposed for replacement of magnetic entry cards issued to holders of permits for the municipal parking plaza.

(g) For a parking permit for parking in all parking spaces in the west row of the municipal lot located at the southeast corner of Broadway and Providence Road, the following rates are hereby established:

<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
\$40.00	\$115.00	\$440.00

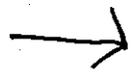


(h) For a parking permit for parking in a nondesignated parking space in the areas designated for permit parking in the municipal parking structure located at the southeast corner of Tenth and Cherry Streets, the following rates are hereby established:

	<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
(1) First, second and third floors	\$60.00	\$175.00	\$660.00
(2) Top tier (uncovered)	50.00	145.00	550.00

For a designated parking space in the municipal parking structure located at the southeast corner of Tenth and Cherry Streets, the rate is established at one hundred dollars (\$100.00) per month.

The yearly permit rate will be discounted by five (5) per cent when purchased in groups of five (5) or more by any one individual, business or agency.



(i) For a parking permit for parking in a nondesignated parking space in the areas designated for permit parking in the municipal parking structure located at the southwest corner of Sixth and Cherry Streets, the following rates are hereby established:

	<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
(1) First, second and third floors	\$60.00	\$175.00	\$660.00
(2) Top tier (uncovered)	50.00	145.00	550.00

For a designated parking space in the municipal parking structure located at the southwest corner of Sixth and Cherry Streets, the rate is established at one hundred dollars (\$100.00) per month.

The yearly permit rate will be discounted by five (5) per cent when purchased in groups of five (5) or more by any one individual, business or agency.

(j) Violations. No person shall park in nondesignated parking spaces without a hangtag or sticker appropriately affixed to the vehicle in accordance with policy established by the city manager. No person shall park a vehicle other than the designated vehicle in a space properly marked as reserved for the designated vehicle. Members of the police department and any other agents of the city assigned to traffic duty are hereby authorized to remove or cause to be removed at the owner's expense any vehicle found parked or maintained in violation of these provisions.

(k) The city manager may authorize the use of hard-surfaced, city-owned property for temporary public parking lots. Parking spaces on temporary public parking lots shall be rented only on a monthly basis at the rate of forty dollars (\$40.00) per month.

(l) The director of public works may issue special daily parking permits for unmetered off-street parking facilities to licensed businesses that need additional parking for their customers or guests. The director is authorized to make rules governing the issuance and revocation of such permits. The fee for these special daily parking permits shall be seventy-five (75) per cent of the parking meter hood daily rate under section 14-424(a)(1). If a business obtains more than twenty (20) permits for a single day, an additional discount of five (5) per cent for each additional ten (10) permits shall apply up to a maximum discount of fifty (50) per cent of the parking meter hood daily rate under section 14-424(a)(1).

(m) Whenever it is determined by the city manager that the city or its parking utility would benefit from the long-term lease of certain parking spaces, the city manager is authorized to enter into negotiations to lease between five (5) and thirty (30) off-street parking spaces to any particular lessee under terms and conditions that the city manager deems advisable provided that:

- (1) The annual rate per leased parking space is equal to the rate charged for parking spaces located on the upper-most uncovered floors of existing city parking garages no matter where the leased space is located. No discount shall be given for leasing five (5) or more spaces.
- (2) The city retains the right to change the location of the leased spaces at any time dependent upon the needs of the city; however, if the city determines it is necessary to move the leased spaces to another city lot, the lessee shall have the right to terminate the lease effective as of the date of relocation.
- (3) The city retains the right to terminate the lease at any time for any reason.

(Code 1964, § 12.765; Ord. No. 9873, § 1, 7-5-83; Ord. No. 10340, § 1, 10-15-84; Ord. No. 10416, § 1, 1-7-85; Ord. No. 10548, § 1, 4-15-85; Ord. No. 10668, § 1, 8-5-85; Ord. No. 10767, § 1, 10-21-85; Ord. No. 10893, § 1, 2-3-86; Ord. No. 10917, § 12, 2-17-86; Ord. No. 10924, § 1, 3-3-86; Ord. No. 11376, § 1, 2-16-87; Ord. No. 11740, § 2, 1-4-88; Ord. No. 11743, § 1, 1-4-88; Ord. No. 11857, § 1, 4-18-88; Ord. No. 12708, § 1, 8-20-90; Ord. No. 12709, § 2, 8-20-90; Ord. No. 12787, § 1, 11-5-90; Ord. No. 13983 § 1, 3-21-94; Ord. No. 14515 § 1, 6-19-95; Ord. No. 14516 § 1, 6-19-95; Ord. No. 14691 § 1, 11-20-95; Ord. No. 15732, § 1, 9-8-98; Ord. No. 15856, § 1, 1-4-99; Ord. No. 16148, § 1, 9-7-99; Ord. No. 16223, § 1, 11-1-99; Ord. No. 17011, § 1, 9-17-01; Ord. No. 17145, § 1, 1-22-02; Ord. No. 19036, § 1, 5-15-06; Ord. No. 19766, § 1, 12-17-07; Ord. No. 19819, § 1, 2-18-08; Ord. No. 20047, § 1, 9-15-08)

Sec. 14-394. Reserved parking; county vehicles.

When signs are placed, erected or installed giving notice thereof, it shall be unlawful for any person to park a vehicle between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, in the following designated municipal parking lot spaces except clearly marked county vehicles:

- (1) Municipal parking lot, Christian Church lot, located at the southeast corner of Ash and Ninth Streets, the eleven (11) spaces immediately south of Ash Street which are adjacent to Ninth Street.

(Ord. No. 11785, § 1, 2-15-88; Ord. No. 13073, § 1, 8-19-91; Ord. No. 14461 § 1, 4-17-95; Ord. No. 14882 § 1, 6-17-96)

In the fall of 2007, the city put out a request for proposal for the design and development of the new parking structure at Fifth and Walnut. Eight firms responded and three were placed on the shortlist and interviewed. At the interview, they EACH were all told that this would be for two structures; one at Fifth and Walnut and one at Short and Walnut.

As a result of those interviews, two separate contracts were taken to the City Council. The Short Street project contract was taken to the council in January of 2008. This contract was only for a Phase I, to bring back to counsel several design concepts. That contract was signed and executed and Walker was given a notice to proceed. Subsequently the developer at that time lost his funding and Walker was asked not to do anything further. No funding has been drawn down on that contract; which still exists as a valid contract. The contract tonight is an expansion of that one because the developer now has a TIF and has his funding in place with a specific timetable.

The Parking Needs Assessment

In the fall of 2010 the city did not see this as a conflict of interest with Walker (to conduct the parking needs assessment). The purpose was merely an extension of the existing focus but now to determine the precise off street parking; needs in 2011. The developments on Orr street had changed significantly, there was now going to be a new apartment complex at Walnut and College, and there have been other business changes to this sector of the community. So as an extension to their current focus, we asked Walker to take the recent downtown Charrette and the Sasakki Report, and combine all of this with very solid and factual data; to give us a "need". This was never intended to be a report to "justify" the construction of a facility. It was only intended to quantify the need for the size of the structure that would be built if any was built at all.

Mr. Thomas says that Walker planned - or wrote their report toward - a "worst-case" scenario; which may be the case. But, the report was recommending 525 spaces and the city is now only considering a 300 space facility. Therefore the city tempered the report from the consultant and didn't take it at face value. We made a judgment, but at least now we had some concrete data which was specifically focused on this area of the community.



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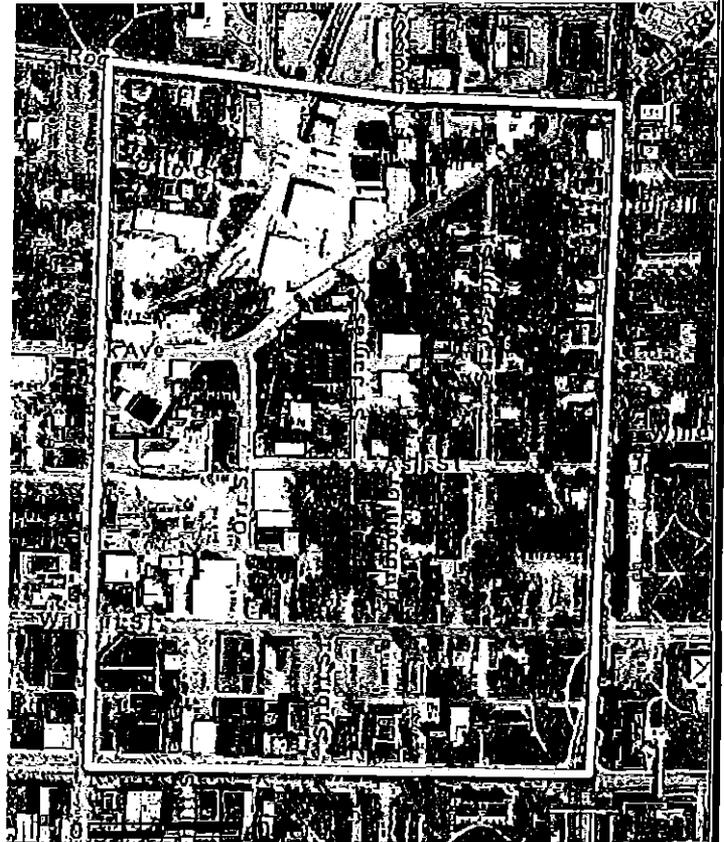
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This report follows the Columbia Visioning Process, which identified LEED and sustainable development as a community priority, and the Charrette Report, which documents community driven planning and identification of development priorities for areas near downtown Columbia.

Summary

Using the 2009 LEED Neighborhood Development Rating System, a study area covered in the Charrette report was evaluated under two scenarios. The first scenario considered the study area as an existing neighborhood. Evaluation of The existing neighborhood identified LEED-ND items met or not met by the current situation. The second scenario considered community development priorities for the study area identified in the Charrette Report. Evaluation of this charrette scenario identified possible code or ordinance hurdles to sustainable development goals forth by LEED-ND. These hurdles were summarized into lists of action items, one for the Planning Department and one for developers.



While this report covers only one study area and evaluations for existing neighborhoods may vary from place to place in Columbia, the evaluation of the charrette scenario and the identification of action items resulting from this evaluation are applicable to sustainable development strategies anywhere in Columbia.

Action Items

From all of the items set forth by the *2009 LEED Neighborhood Development Rating System* the report identified a more concise list of items to be investigated by the City of Columbia Planning Department and a list of items to be integrated by developers into future developments.

Planning Department Action Items

- Identify code, ordinance, or existing infrastructure restrictions or limitations to:
 - Minimum building-to-street-width ratio of 1:3
 - Allowable building heights
 - Zero lot line building setbacks
 - Mixed-use building requirements
 - Building reuse and form-based codes for historic preservation
 - Residential densities
 - Speed limits for residential and mixed use streets
 - On-street parking
 - Sidewalk additions and widths
 - On-site stormwater retention
 - On-site wastewater reuse

Developer Action Items

- Address the following items as preferred by the *2009 LEED Neighborhood Development Rating System*:
 - Residential and non-residential densities
 - Project internal connectivity and multi-modal transportation
 - Building reuse and form-based codes for historic preservation
 - Integration of on-site stormwater retention
 - Application of native plants in landscaping and the minimization of irrigation
 - Preferred sidewalk widths
 - Enclosed transit shelters and enclosed bike storage
 - Publicly accessible recreation facilities
 - On-site recyclables and waste collection

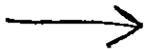
Conclusion

While developers must address the sustainability and design priorities set forth by LEED-ND, a pro-active approach to addressing sustainable development hurdles that may exist in city codes or ordinances by the Planning Department serves to smooth the path for developers, address community development priorities, and promote future sustainable development in Columbia.

- (2) *Grissum Building lot.* On the north side of Lakeview Avenue, adjacent to and west of the Grissum Building.
- (3) *Public Works storage lot.* Located adjacent to and south of Chestnut Street and east of the MKT Railroad right-of-way.
- (4) *Worley Street property.* At the northwest corner of Worley Street and West Boulevard North.

(b) It shall be unlawful for any person to stop, stand or park a vehicle in any of the hereinafter listed municipal parking lots, unless a parking sticker sold or issued under the authority of section 14-393 of these ordinances shall be conspicuously displayed and permanently affixed to such vehicle.

- (1) *Municipal Building lot.* The south thirty (30) feet of the west one hundred (100) feet of the paved area south of the municipal building and the paved area immediately east of such building.
- (2) *Fire, Police Building lot.* At the southeast corner of Sixth Street and Walnut, and northeast of the Fire—Police Building.
- (3) *Eighth and Ash rental lot.* At the northwest corner of Eighth and Ash Streets, and the southwest corner of Eighth Street and Park Avenue.
- (4) *Municipal Lot No. 7.* Located north of Ash Street, between Eighth and Ninth Streets. (Code 1964, § 12.635; Ord. No. 14882 § 1, 6-17-96; Ord. No. 17159, § 1, 2-4-02)



Sec. 14-393. Parking fees for unmetered off-street facilities.

(a) For a parking permit for parking in a nondesignated unmetered parking space in the municipal parking garage located at the northeast corner of Eighth and Cherry Streets, the following rates are hereby established.

	<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
First, second, third and fourth floors	\$60.00	\$175.00	\$660.00

For a designated parking space in the municipal parking garage located at the northeast corner of Eighth and Cherry Streets, the rate is established at one hundred dollars (\$100.00) per month.

The yearly permit rate will be discounted by five (5) per cent when purchased in groups of five (5) or more by any one individual, business or agency.

(b) For a parking permit for parking in a nondesignated parking space in the municipal lot located at Eighth and Ash Streets, the following rates are hereby established:

<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
\$40.00	\$115.00	\$440.00

MOTOR VEHICLES AND TRAFFIC

§ 14-393

(c) For a parking permit for parking in designated parking spaces in Municipal Lot No. 7, located north of Ash Street between Eighth and Ninth Streets, the following rates are hereby established:

<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
\$40.00	\$115.00	\$440.00

(d) For a parking permit for parking in all parking spaces in the municipal lot located east of Tenth Street and north of the alley north of Walnut Street, the following rates are hereby established:

<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
\$40.00	\$115.00	\$440.00

(e) For a parking permit for parking in all nondesignated parking spaces in the municipal lot located at the southeast corner of Ash and Ninth Streets which are on the north side of the lot adjacent to Ash Street, the eleven (11) spaces on the north side of the center island and the space reserved for the minister of the First Christian Church, the following rates are hereby established:

<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
\$40.00	\$115.00	\$440.00

→ (f) For a parking permit for parking in parking spaces in designated areas of the municipal parking plaza located south of Walnut Street between Seventh and Eighth Streets, the following rates are hereby established:

	<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
(1) Top tier	\$50.00	\$145.00	\$550.00
(2) Fourth floor, third floor the NE and SW Sections, and the north ½ of the bottom tier	60.00	175.00	660.00

For a designated parking space in the municipal parking plaza located south of Walnut Street between Seventh and Eighth Streets, the rate is established at one hundred dollars (\$100.00) per month.

The yearly permit rate will be discounted by five (5) per cent when purchased in groups of five (5) or more by any one individual, business or agency.

A fee of five dollars (\$5.00) each shall be imposed for replacement of magnetic entry cards issued to holders of permits for the municipal parking plaza.

(g) For a parking permit for parking in all parking spaces in the west row of the municipal lot located at the southeast corner of Broadway and Providence Road, the following rates are hereby established:

<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
\$40.00	\$115.00	\$440.00



(h) For a parking permit for parking in a nondesignated parking space in the areas designated for permit parking in the municipal parking structure located at the southeast corner of Tenth and Cherry Streets, the following rates are hereby established:

	<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
(1) First, second and third floors	\$60.00	\$175.00	\$660.00
(2) Top tier (uncovered)	50.00	145.00	550.00

For a designated parking space in the municipal parking structure located at the southeast corner of Tenth and Cherry Streets, the rate is established at one hundred dollars (\$100.00) per month.

The yearly permit rate will be discounted by five (5) per cent when purchased in groups of five (5) or more by any one individual, business or agency.



(i) For a parking permit for parking in a nondesignated parking space in the areas designated for permit parking in the municipal parking structure located at the southwest corner of Sixth and Cherry Streets, the following rates are hereby established:

	<i>Monthly</i>	<i>Quarterly</i>	<i>Yearly</i>
(1) First, second and third floors	\$60.00	\$175.00	\$660.00
(2) Top tier (uncovered)	50.00	145.00	550.00

For a designated parking space in the municipal parking structure located at the southwest corner of Sixth and Cherry Streets, the rate is established at one hundred dollars (\$100.00) per month.

The yearly permit rate will be discounted by five (5) per cent when purchased in groups of five (5) or more by any one individual, business or agency.

(j) Violations. No person shall park in nondesignated parking spaces without a hangtag or sticker appropriately affixed to the vehicle in accordance with policy established by the city manager. No person shall park a vehicle other than the designated vehicle in a space properly marked as reserved for the designated vehicle. Members of the police department and any other agents of the city assigned to traffic duty are hereby authorized to remove or cause to be removed at the owner's expense any vehicle found parked or maintained in violation of these provisions.

(k) The city manager may authorize the use of hard-surfaced, city-owned property for temporary public parking lots. Parking spaces on temporary public parking lots shall be rented only on a monthly basis at the rate of forty dollars (\$40.00) per month.

(l) The director of public works may issue special daily parking permits for unmetered off-street parking facilities to licensed businesses that need additional parking for their customers or guests. The director is authorized to make rules governing the issuance and revocation of such permits. The fee for these special daily parking permits shall be seventy-five (75) per cent of the parking meter hood daily rate under section 14-424(a)(1). If a business obtains more than twenty (20) permits for a single day, an additional discount of five (5) per cent for each additional ten (10) permits shall apply up to a maximum discount of fifty (50) per cent of the parking meter hood daily rate under section 14-424(a)(1).

(m) Whenever it is determined by the city manager that the city or its parking utility would benefit from the long-term lease of certain parking spaces, the city manager is authorized to enter into negotiations to lease between five (5) and thirty (30) off-street parking spaces to any particular lessee under terms and conditions that the city manager deems advisable provided that:

- (1) The annual rate per leased parking space is equal to the rate charged for parking spaces located on the upper-most uncovered floors of existing city parking garages no matter where the leased space is located. No discount shall be given for leasing five (5) or more spaces.
- (2) The city retains the right to change the location of the leased spaces at any time dependent upon the needs of the city; however, if the city determines it is necessary to move the leased spaces to another city lot, the lessee shall have the right to terminate the lease effective as of the date of relocation.

(3) The city retains the right to terminate the lease at any time for any reason.

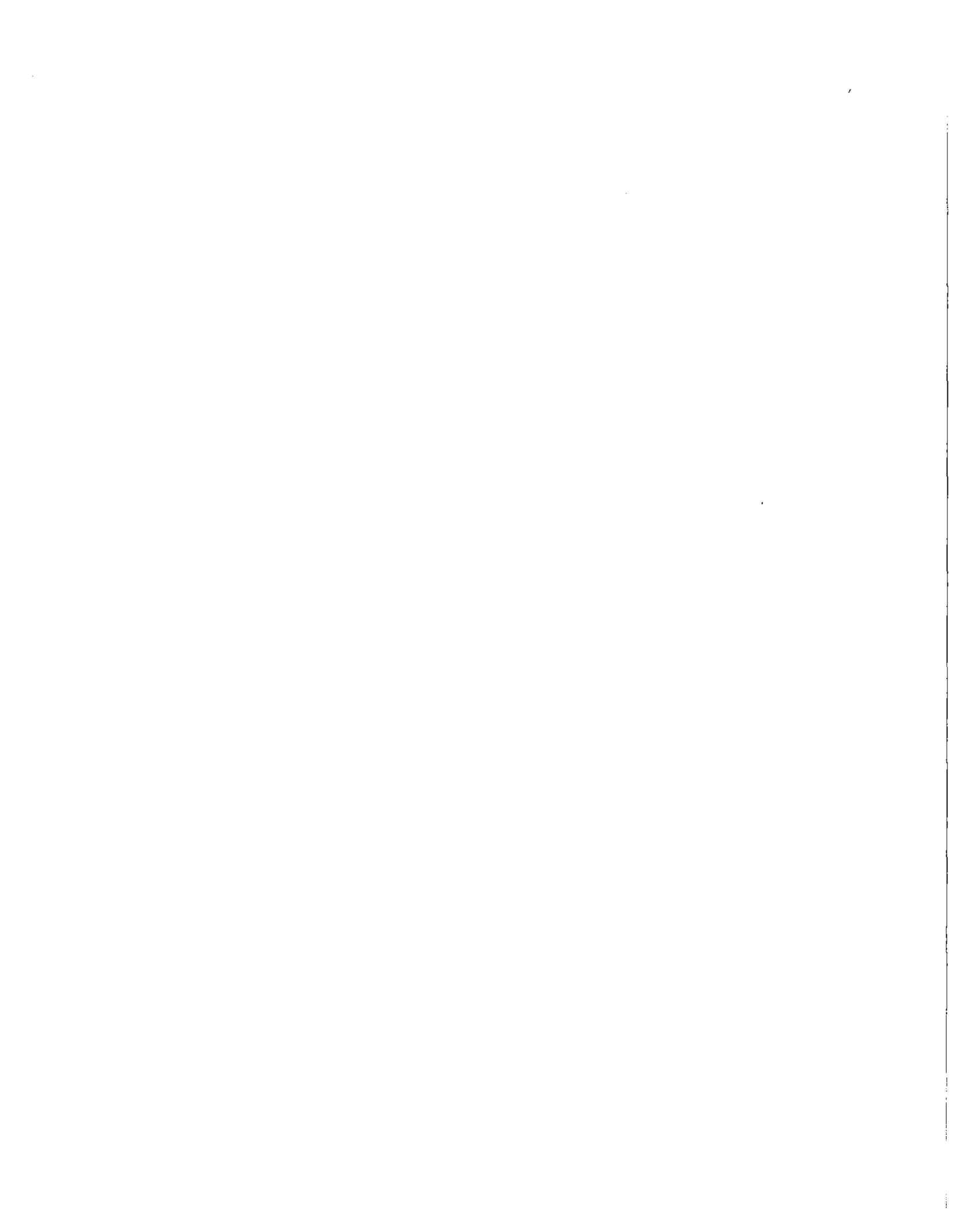
(Code 1964, § 12.765; Ord. No. 9873, § 1, 7-5-83; Ord. No. 10340, § 1, 10-15-84; Ord. No. 10416, § 1, 1-7-85; Ord. No. 10548, § 1, 4-15-85; Ord. No. 10668, § 1, 8-5-85; Ord. No. 10767, § 1, 10-21-85; Ord. No. 10893, § 1, 2-3-86; Ord. No. 10917, § 12, 2-17-86; Ord. No. 10924, § 1, 3-3-86; Ord. No. 11376, § 1, 2-16-87; Ord. No. 11740, § 2, 1-4-88; Ord. No. 11743, § 1, 1-4-88; Ord. No. 11857, § 1, 4-18-88; Ord. No. 12708, § 1, 8-20-90; Ord. No. 12709, § 2, 8-20-90; Ord. No. 12787, § 1, 11-5-90; Ord. No. 13983 § 1, 3-21-94; Ord. No. 14515 § 1, 6-19-95; Ord. No. 14516 § 1, 6-19-95; Ord. No. 14691 § 1, 11-20-95; Ord. No. 15732, § 1, 9-8-98; Ord. No. 15856, § 1, 1-4-99; Ord. No. 16148, § 1, 9-7-99; Ord. No. 16223, § 1, 11-1-99; Ord. No. 17011, § 1, 9-17-01; Ord. No. 17145, § 1, 1-22-02; Ord. No. 19036, § 1, 5-15-06; Ord. No. 19766, § 1, 12-17-07; Ord. No. 19819, § 1, 2-18-08; Ord. No. 20047, § 1, 9-15-08)

Sec. 14-394. Reserved parking; county vehicles.

When signs are placed, erected or installed giving notice thereof, it shall be unlawful for any person to park a vehicle between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, in the following designated municipal parking lot spaces except clearly marked county vehicles:

- (1) Municipal parking lot, Christian Church lot, located at the southeast corner of Ash and Ninth Streets, the eleven (11) spaces immediately south of Ash Street which are adjacent to Ninth Street.

(Ord. No. 11785, § 1, 2-15-88; Ord. No. 13073, § 1, 8-19-91; Ord. No. 14461 § 1, 4-17-95; Ord. No. 14882 § 1, 6-17-96)



In the fall of 2007, the city put out a request for proposal for the design and development of the new parking structure at Fifth and Walnut. Eight firms responded and three were placed on the shortlist and interviewed. At the interview, they EACH were all told that this would be for two structures; one at Fifth and Walnut and one at Short and Walnut.

As a result of those interviews, two separate contracts were taken to the City Council. The Short Street project contract was taken to the council in January of 2008. This contract was only for a Phase I, to bring back to council several design concepts. That contract was signed and executed and Walker was given a notice to proceed. Subsequently the developer at that time lost his funding and Walker was asked not to do anything further. No funding has been drawn down on that contract; which still exists as a valid contract. The contract tonight is an expansion of that one because the developer now has a TIF and has his funding in place with a specific timetable.

The Parking Needs Assessment

In the fall of 2010 the city did not see this as a conflict of interest with Walker (to conduct the parking needs assessment). The purpose was merely an extension of the existing focus but now to determine the precise off street parking needs in 2011. The developments on Orr street had changed significantly, there was now going to be a new apartment complex at Walnut and College, and there have been other business changes to this sector of the community. So as an extension to their current focus, we asked Walker to take the recent downtown Charrette and the Sasakki Report, and combine all of this with very solid and factual data; to give us a "need". This was never intended to be a report to "justify" the construction of a facility. It was only intended to quantify the need for the size of the structure that would be built if any was built at all.

Mr. Thomas says that Walker planned - or wrote their report toward - a "worst-case" scenario; which may be the case. But, the report was recommending 525 spaces and the city is now only considering a 300 space facility. Therefore the city tempered the report from the consultant and didn't take it at face value. We made a judgment, but at least now we had some concrete data which was specifically focused on this area of the community.

MEMORANDUM

SHORT STREET PARKING SUPPLY/DEMAND STUDY



WALKER
PARKING CONSULTANTS

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DATE: 3/21/11
TO: Ken Koopmans
COMPANY: City of Columbia, MO
ADDRESS: 126 North Tenth Street
CITY/STATE: Columbia, MO 65205-6015
CC:
HARD COPY TO FOLLOW: No
FROM: David W. Ryan, P.E.
PROJECT NAME: Short Street Parking Supply/Demand Study
PROJECT NUMBER: 31-6849.60
SUBJECT: Response for Council Meeting

505 Davis Road
Elgin, IL 60123

Voice: 847.697.2640
Fax: 847.697.7439
www.walkerparking.com

Ken,

We have reviewed the questions from Mr. Ian Thomas included in your e-mail dated 3/21/11 and offer the following responses. The numbers below correspond with the item numbers included in Mr. Thomas' e-mail.

1. Conflict of Interest

- The objective of the Short Street Parking Supply/Demand study was to provide data relative to the parking within the study area. The objective of the study was not to recommend the construction of a parking structure. It was understood throughout the process that the parking structure was part of the Regency Hotel redevelopment and the City was looking for data to support the size of the structure. The objectives are noted in the Introduction section of the report on page 1.
- The parking study is based on data collected during occupancy counts during two "typical" parking days within the study area. The data collected is factual and not adjusted to impact the study in any specific way.
- As directed by the City, the H3 Studio Charrette Report (H3 Charrette) dated 10/08/2010 was used as the basis of determining future parking demand generators and any additions or reductions to the existing parking supply. The H3 Charrette report was developed independently and our report makes no future demand assumptions other than those presented in the H3 Charrette.
- Walker is often hired to perform a parking supply/demand study to determine the approximate size of a parking structure prior to being selected or authorized for design services. The generation of the report is an independent exercise to develop facts about parking in a specific area. It would be unethical for Walker, as a licensed professional

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SHORT STREET PARKING SUPPLY/DEMAND STUDY



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corporation as well as for the principals involved in the project (all licensed professionals) to attempt to alter the results of a study to achieve a predetermined outcome.

2. Unjustified conflation with the recommendations of the "H3 Charrette".

- To develop the future supply and demand analysis, we solicited input from the City with respect to future development within the study area. As directed by the City, the H3 Charrette was used as the basis of the parking supply/demand study to determine future demand generators and any additions or reductions to the current parking supply. In addition, information was also solicited from the public in a meeting conducted by Walker and the City (October 27, 2010). At that time, no additional recommendations were made and there were no objections to the use of the H3 Charrette as the basis for future projections.
- It is noted in both the Executive Summary (page iii) and in the Conclusion (page 21) that we have not considered any added parking supply associated with the development projects noted in the H3 Charrette. It is also noted that this omission was intentional because the City may allow zoning variations developments within close proximity to the proposed structure, and that any additional supply of parking provided with the developments would effectively reduce the overall projected deficit.
- The Executive Summary (page ii) acknowledges that the projections made are based on full development of the projects cited in the H3 Charrette. This was the basis of the study and any developments that do not come to fruition or are eliminated from consideration would effectively reduce the projected parking deficit.
- It is acknowledged in the Future Conditions section (page 12) that it is "highly unlikely" that all the development scenarios presented within the H3 Charrette will occur exactly as described, also that the report was used as a tool to project future demand. Developments that do not occur or changes to the proposed developments will have an impact on the projected parking deficit.

3. Planning for "Peak Demand".

- The occupancy count days selected for the report were provided by the City and intentionally selected as days that represent "typical weekday activity in downtown Columbia", as noted in the Executive Summary (page ii) under the Critical Findings section. The peak demand as referenced in the report reflects the peak demand on a "typical" day in downtown Columbia.
- These dates were specifically selected to not correspond with special events such as the festivals noted or a University of Missouri football game.
- In addition to specifically selecting "typical" days, shared parking was used to develop a more appropriate parking demand model. The shared parking model considers that a user may park in the same space to visit multiple destinations, effectively reducing the parking demand accordingly.

4. Neglect of difference between on-street and off-street parking demand.

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SHORT STREET PARKING SUPPLY/DEMAND STUDY



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- The report looks at the current supply and demand of the off-street and on-street spaces independently to determine on-street vs. off-street demand. In projecting a future surplus or deficit, the report combines the peak demand to provide an overall surplus or deficit number for the entire parking system. Combined demand is used to project future conditions because we have no practical way to ascertain the future demographic of on-street vs. off-street parking demand.
 - The study acknowledges an off-street surplus within the study area in the Parking Adequacy section (page 4). Additionally, in the Parking Adequacy Conclusions section (page 9), recommendations are provided for addressing the existing, heavily used on-street parking spaces with the understanding that these spaces are the most desirable and utilized.
5. Failure of data to support suggested need.
- The peak parking demands referenced were not randomly selected; rather they were based on actual demand observed during the occupancy counts.
 - Effective supply is utilized at the rates indicated to provide a useable parking system that allows users access to available spaces. The demand is compared to effective supply with the goal of providing a parking system where users can relatively quickly locate available spaces rather than searching for the last space available.
 - The report shows there is currently a parking surplus within the study area, and also acknowledges there are blocks within the study area that are over 95% occupied. The goal of the report is to provide facts regarding the existing supply, not to suggest a current parking shortage.
6. Assumption about walking radius.
- The walking distances used in conjunction with the report were developed by Walker and published in an article titled "How Far Should Parkers Have to Walk"? The article has been published in several trade publications including Urban Land and Parking magazines (copy attached). The distances referenced provide a general rule of thumb regarding acceptable walking distances between parking location and destination.
 - The future parking deficit number was essentially reduced by using only the results within walking distances A and B. The goal was to capture future supply and demand numbers that have an impact on the overall use of the proposed structure; moreover, if walking distances further from the structure were included in the final recommendation, the number of spaces required would be 977, not the 422 noted in the Conclusion (page 22). Our recommendation assumes that locations within walking distances A and B will most likely utilize the proposed parking structure.
7. Summary:
- As indicated, the H3 Charrette was the basis for our projection of future supply and demand; therefore, we are in full agreement that the Council should look closely at these assumptions. Any changes made to our assumptions will impact the final results.

MEMORANDUM

SHORT STREET PARKING SUPPLY/DEMAND STUDY



WALKER
PARKING CONSULTANTS

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- The future deficit considers the parking system as a whole; moreover, we agree that additional off-street parking will not solve the on-street parking issue and recommend, as suggested, that the recommendations noted in the Parking Adequacy Conclusions (page 10) be considered.

Please let me know if you have any questions regarding the responses provided above or need any additional information at this time.

Thanks,
Dave

How Far Should Parkers Have to Walk?

BY MARY S. SMITH AND
THOMAS A. BUTCHER

One of the most frequently asked questions in any parking planning process is: How far can we expect people to walk from a parking facility to their ultimate destinations?

Yet while most parking consultants will tell you there are generally accepted rules of thumb, no two consultants answer that question in quite the same way.

Mary S. Smith and Thomas A. Butcher are Vice Presidents of Walker Parking Consultants/Engineers. Walker has 11 offices across the U.S., from which it manages parking projects throughout the world. This article is an expanded version of "Parkers as Pedestrians," which appeared in the June 1994 issue of Urban Land, a publication of the Urban Land Institute.



How Far Should Parkers Have to Walk?

The primary cause for lack of consensus is that there are different factors that affect different situations. For instance, parking designers usually call for maximum walking distances between 300 and 600 feet for retail customers, but between 1,200 and 1,500 feet for employee parking. Distances increase even more when you look at special event standards: maximum walking distances accepted for theme parks, stadiums and arenas reach as high as 2,000 feet.

One reason we talk in terms of "rules of thumb" is that there are no definitive standards or guidelines for the industry. The most widely quoted reference on pedestrian design in the architectural and transportation press is an older book, *Pedestrian Planning and Design*, by John J. Fruin, PhD (Reference 1), upon which we have relied heavily for this article.

In his book, Fruin asserts that "there are indications that the tolerable limit of human walking distance is more situation-related than energy-related." The tolerable walking distance for "a given design situation is related to such factors as the trip purpose of the individual, the available time and the walking environment."

We would expand Fruin's list of variables affecting acceptable walking distance to include the types of users, frequency of occurrence or use, the familiarity of the user with the facility, the perception of security, the expectations and concerns of the user, the degree of weather protection provided along the path of travel, the perception or absence of barriers or conflicts along the path of travel, and the cost of alternatives to walking, if any.

Another reason we can rely only on rules of thumb is because until recently, parking facilities were considered to be little more than a necessary evil to any land-use development. As a result, many elements of functional design have been addressed with these rules of thumb, which are applied across the board to every type of parking project.

In recent years, however, property owners and developers have come to recognize that parking is the first and

last impression afforded to both visitors and employees. As such, they are becoming increasingly determined to make the parking facility reflect and be compatible with the image of the complex as a whole.

Because each owner has a different vision or mission for the property, the appropriate walking distance and other design parameters will not be the same even for complexes with the same land uses. For example, the neighborhood shopping center will have different parking convenience needs than either a high fashion center or a regional mall.

With this change in philosophy, rules of thumb no longer provide adequate guides for parking design.

The LOS Approach

In order to evaluate the qualitative variables in parking design in a systematic and logical way, Walker Parking Consultants/Engineers has developed the level of service (LOS) approach to parking design. Borrowed from the traffic engineering profession, it allows us to consider a variety of variables affecting acceptability of such design decisions as parking stall and aisle widths, turning radii, entry and exit queuing standards, and sloping of parking floors and express ramps.

The level of service classification system is similar to the grading system used in schools: LOS A is the best or ideal performance, LOS B is good, C is average, and D is below average but minimally acceptable. LOS E is the approximate point of failure, and LOS F describes gridlock conditions.

The LOS system is used to reflect the acceptability by the users of a community of certain parameters. Most roadways that are new or are being improved are designed to attain a LOS of C or better. LOS D is tolerated by commuters in our major urban centers like New York, Los Angeles and Chicago; and efforts to mitigate the conditions would not be initiated unless the LOS drops to E or even F. In a small town, a street condition of LOS B may generate an outcry for traffic improvements.

Similarly, issues related specifically to the parking patron can be reflected

by a level of service approach. In many cases the specific type of user plays a major role, even within the same land-use type. Is the typical user a family going to a theme park (perhaps loaded down with strollers and diaper bags) or a group of adult friends going to a football game? Is it an elderly couple meeting the family at the airport or a business traveler? Are there transportation alternatives for the user? Is the user a shopper who has a number of location choices or a visitor who comes to the site for a specific reason that will not be heavily influenced by parking convenience, such as a visit to a specific doctor? How long is the person going to stay — a few minutes or all day. Are there a variety of parking options at various prices and walking distances such as in a central business district? How often does the user park in the same facility: every day or once a year?

Is it a stressful situation, such as hurrying to the airport or going to the hospital, or a more routine commute or shopping trip?

The individual parker's expectations also are important. Is the location suburban or urban? Is the lot an overflow location at the regional shopping center used only at Christmas season or a lot in front of a strip/convenience center? Is it a special event where congestion and long walking distances are anticipated or a suburban office park where convenience is part of the marketing of the building to tenants? Is it a corporate headquarters where the image of the corporation is an issue or a speculative office building.

Security also is an element perceived by the user; will he/she be hurrying to traverse the area as quickly as possible, or will the person feel comfortable enough to walk a fairly long distance? Major factors that affect the perception of security include time of day, the neighborhood, the general activity levels and lighting.

With all these different variables, it is easy to see why it has been difficult to set precise standards. We do feel, however, that it is possible to develop such standards.

In each of the above questions and

situations, a somewhat better level of service is needed to satisfy the former than the latter type of user. We also might design to different levels of service at different points within the system. For example, we consider that the parking used on average or typical days at shopping centers should be designed for LOS A; for busy Saturdays LOS B should be maintained; and the parking that only gets used for a few hours on the busiest days of the year might be designed for LOS C. We usually design airport parking for LOS A, although, occasionally, we drop to B for long-term, frequent flyer parking.

Other Issues

Other issues affecting walking distance are related to the path of travel itself. Based on our experience and available literature, we have determined there are at least four variables related to path of travel: degree of weather protection, climate, line of sight (Can the parker see the destination from the parking space?) and "friction" (interruptions and constraints on the path of travel such as crossing streets with or without traffic signals, and natural and psychological barriers such as railroad tracks or a change in neighborhood).

To fully reflect all path-of-travel variables in a classification of walking distance by level of service would require an overly complex matrix. After some study, however, we found that the degree of weather protection is the most critical variable. We further decided that acceptable walking distances entirely within a parking facility are shorter than those for urban sidewalks, pedestrian bridges or inside buildings such as airports. Because the user of a facility walks down a parking aisle or follows a path between cars to

reach the elevator, a high degree of "friction" exists for this system. Also, since parking structures are generally perceived as being less safe than open surface lots, the distinctions between walking within parking lots and structures should be recognized.

Therefore, we have determined the level of service of walking distances for five different types of circumstances. The first three reflect degrees of protection along a dedicated path of travel (i.e., not within a parking facility):

- (1) totally unprotected,
 - (2) covered to reduce the effects of rain or snow, and
 - (3) climate controlled such as in a pedestrian bridge.
- The final two categories are:
- (4) walking within a surface parking lot, and
 - (5) walking within a parking structure or garage.

The table below presents our recommended gradation of maximum acceptable walking distance for levels of service A through D, which is the lowest level that would be used under design circumstances. We have not tried to determine a distinction between E (the point of failure) and F (gridlock).

Experience has shown that climate in the locality is not a primary factor. There are few, if any, places in the United States that have a truly ideal walking climate year round. Heat can be just as discouraging to walking as cold — rain just as discouraging as snow. Certainly a perfect day increases the acceptable walking distances and would probably increase to the maximum walking distances in climate-controlled settings. In the few localities where perfect weather is the year-round norm, we recommend that the climate-controlled figures on the table be used.



The maximum walking distance for an unprotected path of travel in a non-parking environment was determined first, using several different types of information.

Fruin's Data

The most important determinant was Fruin's data on the relationship between the walking distance and the proportion of people who choose to walk versus those who choose other modes of travel. This data came from an origin/destination survey at the Port Authority Bus Terminal in midtown Manhattan. This mid-town terminal situation is probably as close to ideal for studying the point at which an unprotected walking distance goes from being minimally acceptable to unacceptable. With a walking distance of less than 1,000 feet, virtually everyone chose to walk, rather than catch a bus, take a taxi or other available alternatives.

A common criteria for design in the transportation and parking industry is the 85th percentile, i.e., one selects a parameter that is acceptable to 85 percent of the population. Designing for the 100th percentile is excessively expensive; designing for the mean results in problems for 50 percent of the population. In the mid-town bus terminal study, at a distance of about 2,500 feet, 85 percent chose to walk. If the walk was a mile, about half the people chose to walk. Fruin was careful to note that the data was collected on a "fair spring day, resulting in longer

Level of Service Conditions	A	B	C	D
Climate Controlled	1,000 ft.	2,400 ft.	3,800 ft.	5,200 ft.
Outdoor/Covered	500	1,000	1,500	2,000
Outdoor/Uncovered	400	800	1,200	1,600
Through Surface Lot	350	700	1,050	1,400
Inside Parking Facility	300	600	900	1,200

How Far Should Parkers Have to Walk?

walking distances than would otherwise have occurred in New York City."

Fruin compared the above distances to the "severely criticized" maximum walking distances from curbside to gates at such airports as O'Hare (1735 feet), Atlanta (1730 feet), Dallas/Fort Worth (DFW) (1,650 feet) and San Francisco (1,300 feet.) Los Angeles, Kennedy, Miami and Detroit each had maximum distances of about 1,100 feet.

The airport walking paths would be primarily in protected, climate-controlled spaces. However, people may be hurrying to catch a plane; tired after a long business day; or toting children, strollers and carry-on luggage. Also, the total walking distances from parking space to gate would be substantially longer.

Fruin noted that interterminal distances at those airports range from 2,000 to more than 8,000 feet. Some of the interterminal pedestrian connections are indoors, while others are unprotected. Most people use the interterminal bus service at the longer distances. (It is interesting to note that since publication of Fruin's book, moving sidewalks have been added to O'Hare, both in the terminal and between elevator cores in the garages; and a people-mover has been added to the pedestrian terminal at the American concourse at DFW.)

For special events, several references (2,3) have cited 1,500 to 2,000 feet as a reasonable walking distance.

For university campuses (usually a LOS C or D condition), our extensive experience with parking studies has found that a significant number of students will walk as far as a mile in good weather, rather than wait for the university shuttle bus. However, the usage of the shuttle system increases sharply in poor weather. The students will not park in distant lots (more than 1,500 to 2,000 feet) at all if shuttle service is not available to provide protection on poor weather days.

City Walking

In cities such as Chicago, anecdotal analysis of commuter walking distances indicates that 1,600 feet is a realistic

maximum for LOS D for typical weather conditions.

The LOS A unprotected walking distances in our chart also were derived from sources that cited similar figures. Several (2,3) cited an ideal walking distance inside the ring road at major shopping centers as 400 feet; this distance also has been found to be a reasonable maximum walking distance for shoppers in central business districts. One source (3) cited 350 feet as the ideal walking distance for hospital parking.

Therefore, the acceptable maximum unprotected walking distances have been scaled from LOS A of 400 feet to LOS D of 1,600 feet. The protected walking distances were scaled from 500 feet for LOS A to 2,000 feet for LOS D, an increase of 25 percent over the unprotected distances. The fair weather bus terminal study, our experiences with university student parking and the airport data cited by Fruin led us to scale the climate-controlled walking distances from 1,000 feet for LOS A to 5,200 feet (just under a mile) for LOS D. We understand that it is considered "ideal" (i.e., LOS A) in the airport industry to provide a moving sidewalk or other people-mover if the walking distance inside the terminal, and thus under climate-controlled circumstances, exceeds 1,000 feet.

Where there is friction along the pedestrian path of travel, such as streets to cross and traffic signals, the acceptable walking distance may be reduced by 25 percent or more.

For surface lot walking distances, we have relied on a number of experiences and anecdotes in the design of parking for shopping centers and other uses such as theme parks. We then further discounted the walking distances within parking structures. It should be noted that the acceptable walking distances we have given are substantially longer than those published by one of the authors (Reference 4) because of additional experience gained with megastructures (more than 3,000 parking spaces) since the book, *Parking Structures*, was published in 1989.

A path of travel often includes components from several of the above



categories and conditions. In these cases acceptable total path is less than the total path in climate-controlled circumstances for a LOS one notch below the LOS used for the individual components. For example, an airport to be designed for LOS A would want to have a maximum path of travel of 300 feet from the parking space to the elevator within a parking facility, and a weather-protected path of no more than 500 feet from the elevator lobby to the terminal. There may then be a climate-controlled path of no more than 1,000 feet from the entrance to the terminal to the gate. The overall path of travel should not exceed 2,400 feet (LOS B).

REFERENCES:

Reference 1: John J. Fruin, PhD, *Pedestrian Planning and Design*, Metropolitan Association of Urban Designers and Environmental Planners, Inc. (New York, NY) 1971.

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Reference 3: Edward Whitlock, *Parking for Institutions and Special Events*, Eno Foundation for Transportation, Inc. (Westport, CT).

Reference 4: *Parking Structures*, Anthony Chrest, Mary S. Smith and Sam Bhuyan, Van Nostrand Reinhold (New York, NY) 1989. [P]