

CITY OF FAYETTEVILLE, AR: PARKING MINIMUMS

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FAYETTEVILLE
ARKANSAS

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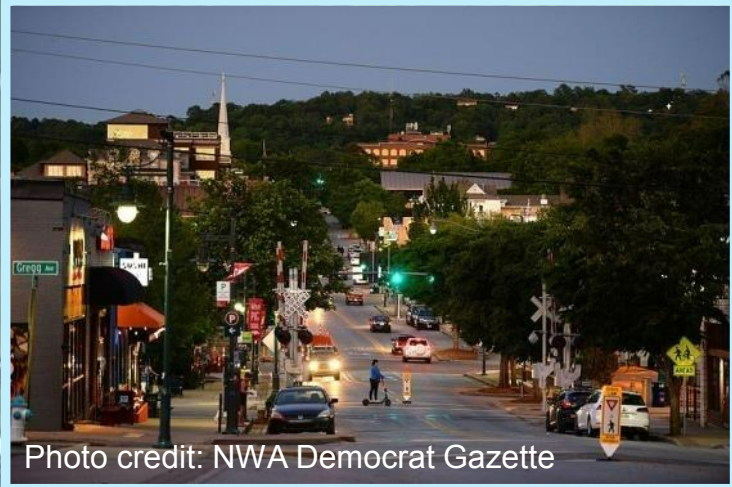
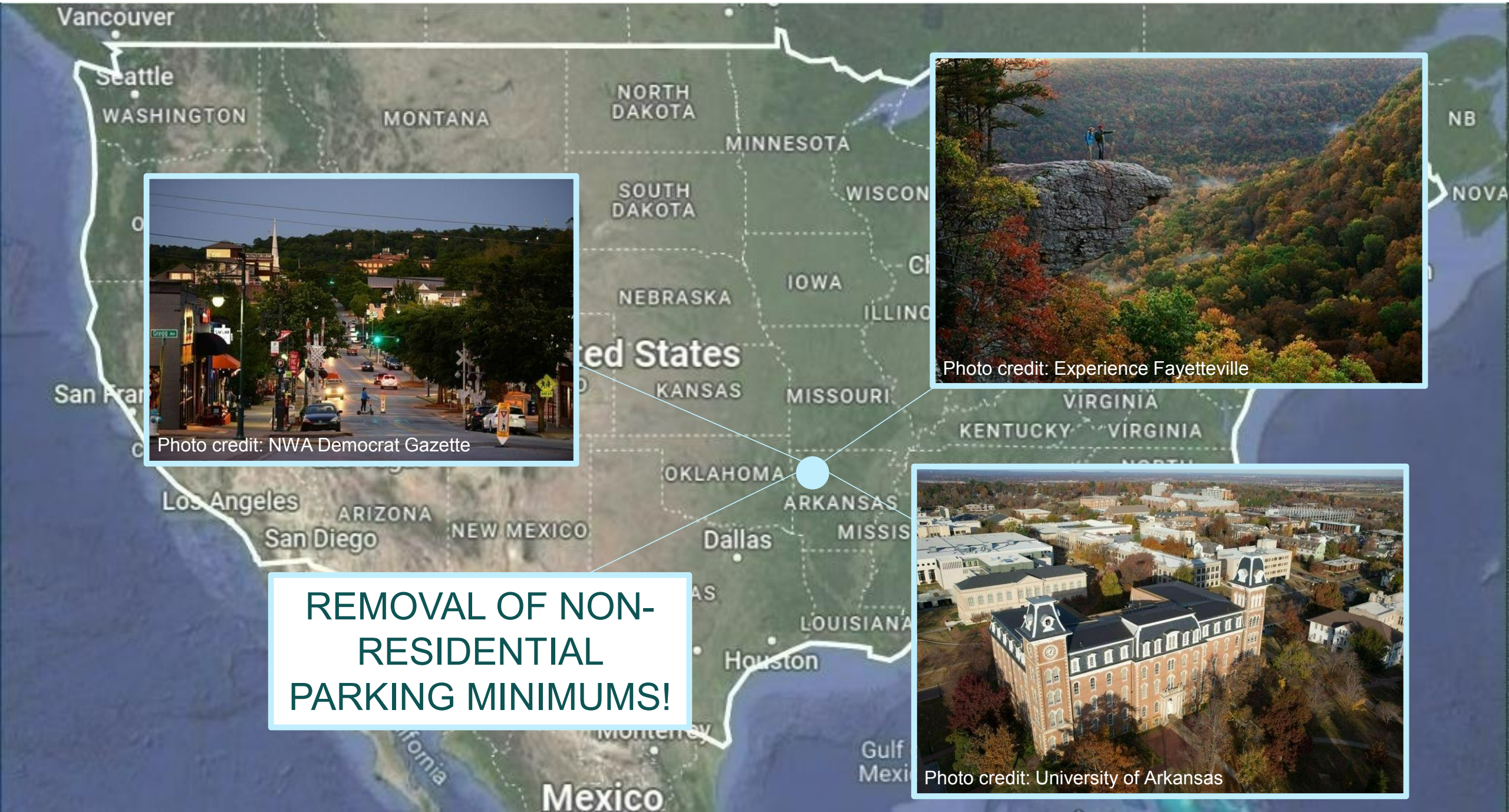
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REMOVAL OF NON-RESIDENTIAL PARKING MINIMUMS!

NORTHWEST ARKANSAS



NORTHWEST ARKANSAS



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HISTORY

- City-staff initiated in 2015
 - Vacant buildings in downtown Fayetteville
 - Trouble redeveloping; parking minimums were frequently stated as a major hurdle



Photo credit: NWA Democrat Gazette



Photo credit: Fayetteville Flyer

HISTORY

- Political alignment with Planning Commission and City Council
 - Strongly “Urban Form” oriented, which is reflected in other ordinances that were passed around the same time
 - Including: Addition of new urban form zoning districts, non-residential design standards, “cluster” housing development standards, accessory dwelling unit allowance
- Business community supported the effort, and there was little pushback from residents
 - No changes were proposed to residential parking minimums

ORDINANCE CHANGE



113 West Mountain Street
Fayetteville, AR 72701
(479) 575-8323

Ordinance: 5801

File Number: 2015-0372

AMEND 172.05 (ADM 15-5088 UDC AMENDMENT CHAPTER 172.05 NON-RESIDENTIAL PARKING REQUIREMENTS:

AN ORDINANCE TO AMEND SECTION 172.05 OF THE UNIFIED DEVELOPMENT CODE TO REMOVE MINIMUM PARKING STANDARDS FOR NON-RESIDENTIAL USES

WHEREAS, removing minimum parking standards for non-residential uses will advance City Plan 2030 goals of reducing sprawl, prioritizing infill development and promoting traditional town form, and

WHEREAS, minimum parking standards were primarily developed based upon parking surveys that measure peak demand, and

WHEREAS, requiring a minimum number of parking spaces based upon a limited number of times a year when a parking lot will be completely full is a wasteful use of valuable land, and

WHEREAS, landowners and developers are periodically denied the ability to adaptively reuse their property due to parking minimum requirements tied to specific land use categories, and

WHEREAS, the potential economic development opportunity and streamlining of City code is a benefit to the City's development climate.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby amends section §172.05: **Standards for the Number of Spaces by Use** of the Unified Development Code by repealing and replacing it with Exhibit "A."

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HISTORY

- Residential uses were not included
 - Enforcement of illegal parking (overparking, blocked driveways/sidewalks, parking in fire lanes, etc) at residential structures

ORDINANCE LANGUAGE

(A) Required Parking.

(1) *Non-Residential Use.* There shall be no minimum number of spaces required for non-residential use. The maximum number of spaces shall be limited based on the ratios in Table 3 and the allowable increases over the baseline ratio as described in subsection 172.05. **The applicant shall provide a statement or parking analysis indicating how they will provide adequate parking for the proposed non-residential use to succeed without negatively impacting adjacent properties or creating or compounding a dangerous traffic condition.**

ORDINANCE LANGUAGE

- Elegant shift in language, rather than specific tables
- Parking **MAXIMUMS**, no longer **MINIMUMS**

Commercial

[EXPAND](#)

Agricultural supply	1 per 500 sq. ft. of GFA
Amusement	1 per 200 sq. ft. of GFA
Auditorium	1 per 4 seats
Auto/motorcycle service stations	4 per each enclosed service bay
Bank	1 per 200 sq. ft. of GFA
Barber or beauty shop	2 per chair
Building/home improvement supply	1 per 500 sq. ft. of GFA
Coin-operated laundry	1 per 3 machines
Dry cleaning	1 per 300 sq. ft. of retail area and 1 per employee
Hotels and motels	1 per guest room, plus 75% of spaces required for accessory uses.
Furniture and carpet store	1 per 500 sq. ft. of GFA
Plant nursery	1 per 1,000 sq. ft. of indoor/outdoor retail area
Restaurants	1 per 100 sq. ft. GFA plus 4 stacking spaces per drive-thru window.
Retail	1 per 250 sq. ft. of GFA
Retail fuel sales with convenience stores	1 per 250 sq. ft. of retail floor area. Owner may count spaces at pump islands as parking spaces.

ORDINANCE ALLOWANCES

INCREASES:

- By-right - 15% increase
- Stormwater treatment techniques – 10% increase
 - Bioswales
 - Constructed wetlands
 - Pervious pavement
 - Other techniques as approved by the City Engineer
- Additional trees (beyond typical landscaping) – 5% increase

APPLICATION

- **VARIANCES**

- Increases, rather than reductions
- Most commonly from national chains in more suburban areas, and for medical offices
- Typically have been approved, with appropriate data from applicant indicating the need

- **SHARED PARKING AGREEMENTS**

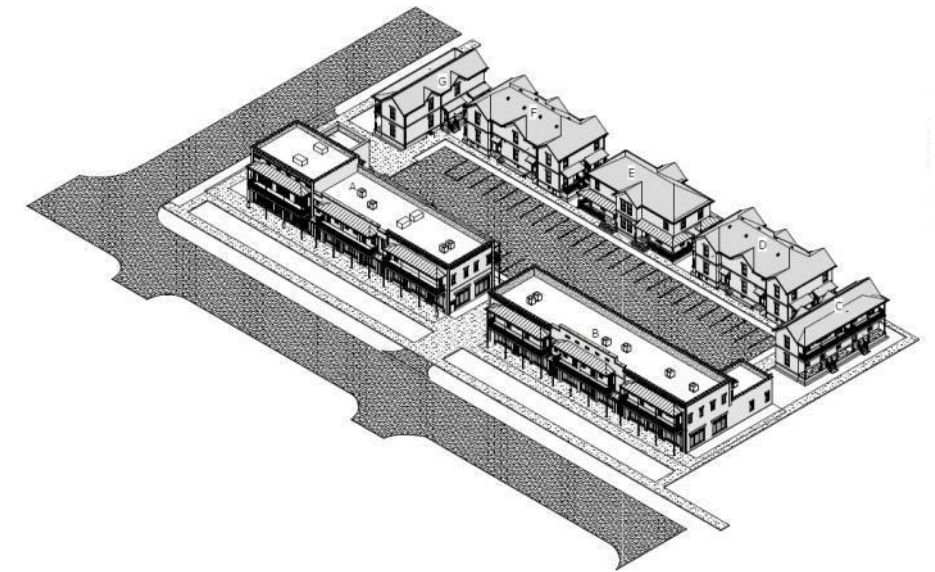
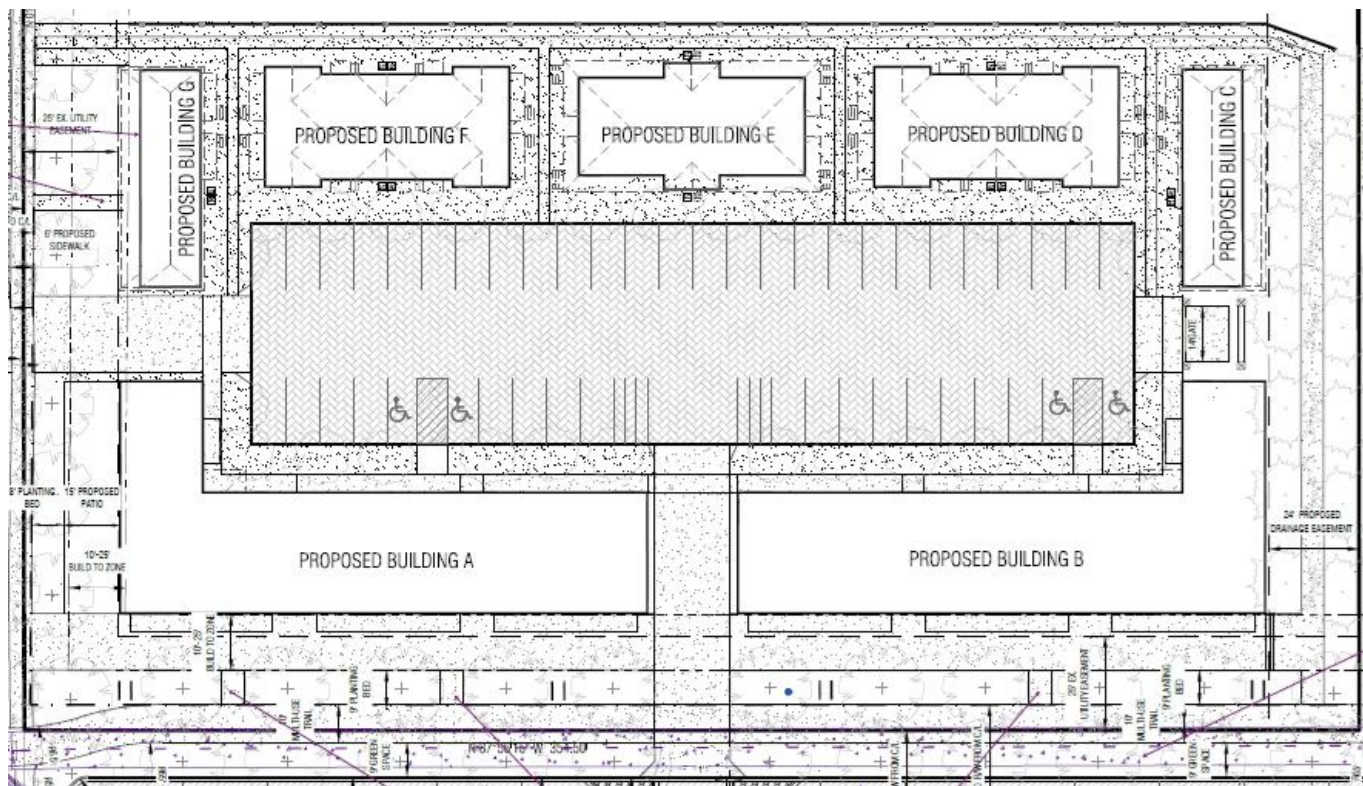
- Churches, other intermittent uses

DOWNSIDERS

- **ENFORCEMENT IN SURROUNDING NEIGHBORHOODS**
 - On-street parking (in public right-of-way)
 - When these downtown businesses become successful, it puts new parking pressure on residential neighborhoods that are adjacent to them.
 - Field complaints and concerns, but they are typically addressed if needed or if there are actual issues (posting no-parking signage, etc).
- **RESIDENTIAL USES WERE NOT CONSIDERED**
 - Many residents may not be aware of the change; there was not much public engagement with community at large

Downsides

- **“DOWNSIDE” CASE STUDY**
 - Mixed-use development
 - City named in lawsuit from surrounding neighborhood
 - “Not enough parking” was a major sticking point
 - Lawsuit failed, but development never came to fruition



UPSIDES



Photo credit: NWA Democrat Gazette

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Photo credit: NWA Democrat Gazette



Photo credit: Google images

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Photo credit: Google images



Photo credit: NWA Democrat Gazette



Photo credit: Instagram page

SUCCESS?

- Anti-climactic! Takeaways:
 - Expect growing pains
 - Education process, for both business owners and residents
 - Business owners/financial institutions are still wrapping their heads around the “maximum” requirement

Thank you!

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