

OFF-STREET PARKING AND DRIVEWAYS

OBJECTIVE

The safety of the pedestrian is primary in an environment that must accommodate pedestrians and vehicles.



OFF-STREET PARKING AND DRIVEWAYS GOALS



1

Ensure that clear and convenient access for pedestrians is not minimized by vehicular needs.



2

Eliminate auto-pedestrian conflicts.



3

Increase awareness between pedestrians and motorists.

4

Maintain the character of a pedestrian friendly street.

OFF-STREET PARKING AND DRIVEWAYS IMPLEMENTATION STRATEGY CHECKLIST



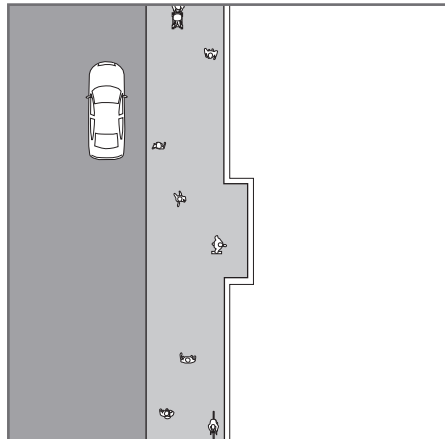
		Commercial	Industrial	Public Spaces	Open Spaces	Residential
1	Maintain continuity of the sidewalk.	■	■	■	■	■
2	Locate parking behind buildings rather than directly exposed to the adjacent major street.	■	■	■	■	
3	Use alleys to access the parking behind the building. If no alley is available, create access to parking from a side street, wherever possible.	■	■	■	■	
4	Accommodate vehicle access to and from the site with as few driveways as possible.	■	■	■	■	
5	Limit the width of each driveway to the minimum required.	■	■	■	■	
6	Incorporate architectural features on parking structure facades that respond to the neighborhood context and that contribute to "placemaking".	■	■	■	■	■
7	Limit parking in the front setback of the building to within allowed driveways.	■	■	■	■	■
8	Mitigate the impact of parking visible to the street with the use of planting and landscape walls tall enough to screen headlights.	■	■	■	■	■
9	Illuminate all parking areas and pedestrian walkways.	■	■	■	■	■
10	Reconstruct abandoned driveways as sidewalks.	■	■	■	■	■
11	Reconstruct sub-standard driveways to meet current ADA requirements.	■	■	■	■	■
12	Use architectural features to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk and building wall.	■	■			■

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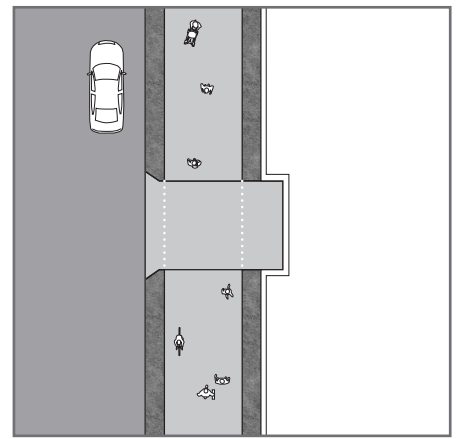
1 Maintain continuity of the sidewalk.



Recommended



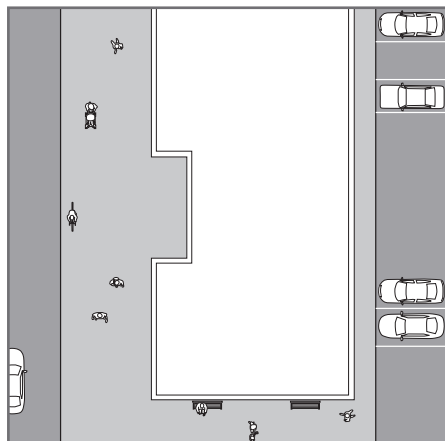
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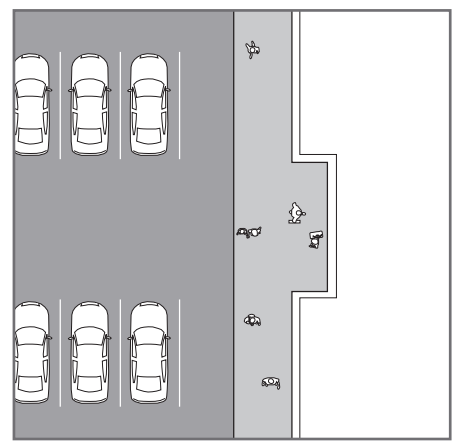
2 Locate parking behind buildings rather than directly exposed to the adjacent major street.



Recommended



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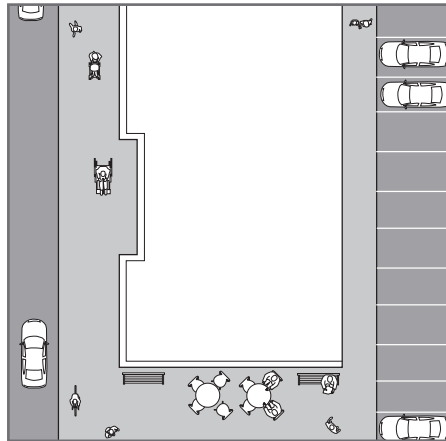


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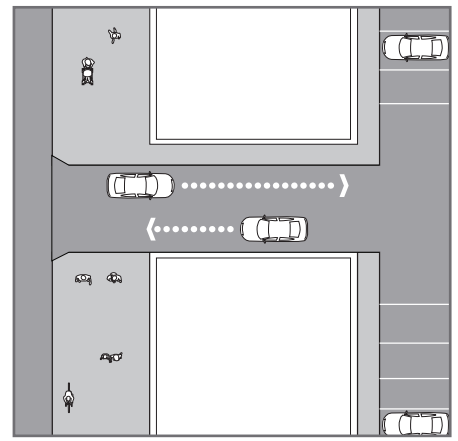
- 3** Use alleys to access the parking behind the building. If no alley is available, create access to parking from a side street, wherever possible.



Recommended



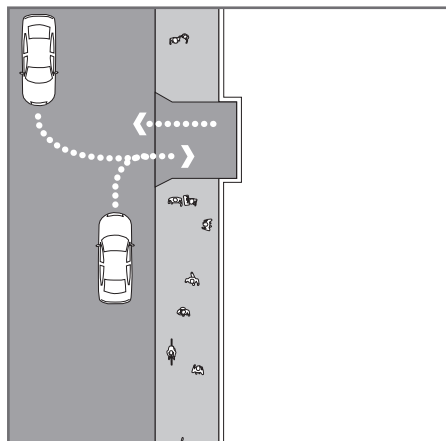
Not Recommended



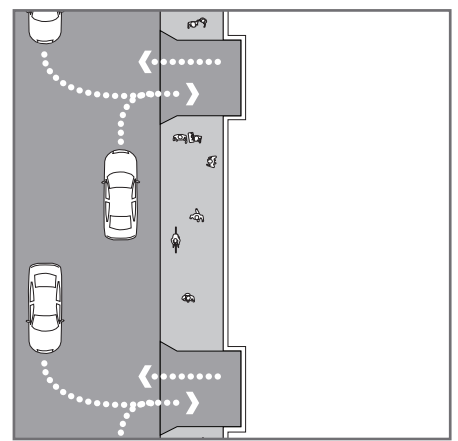
- 4** Accommodate vehicle access to and from the site with as few driveways as possible.



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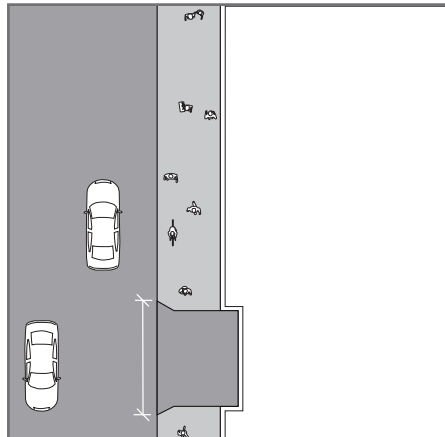


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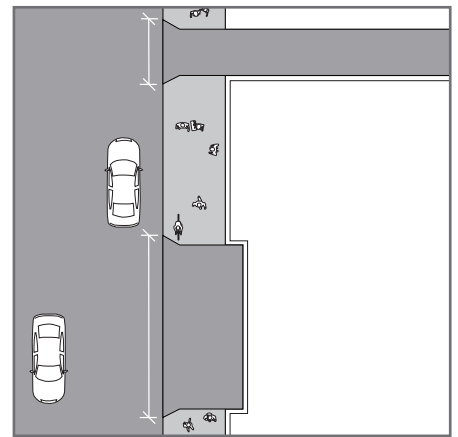
- 5** Limit the width of each driveway to the minimum required.



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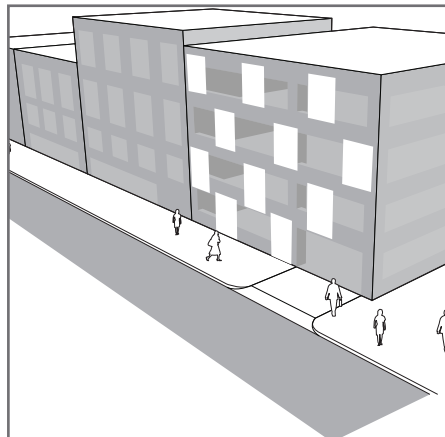
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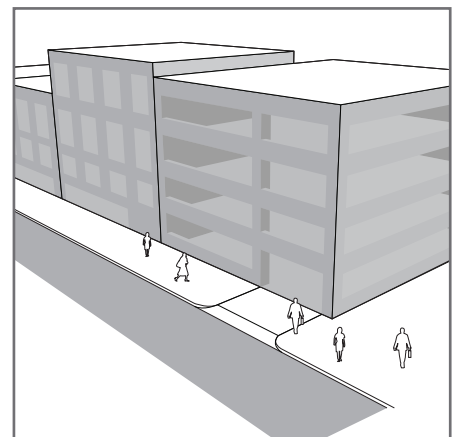
- 6** Incorporate architectural features on parking structure facades that respond to the neighborhood context and that contribute to “placemaking”.



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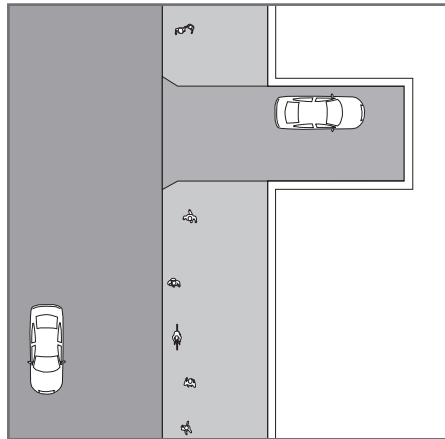


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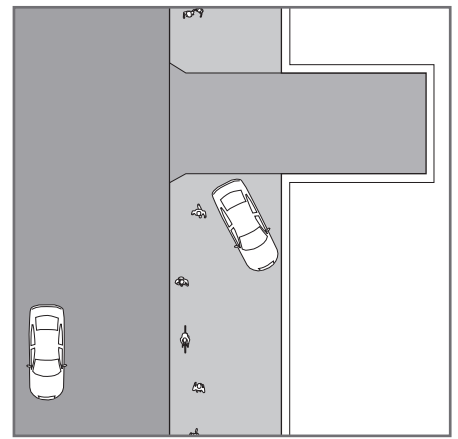
7 Limit parking in the front setback of the building to within allowed driveways.



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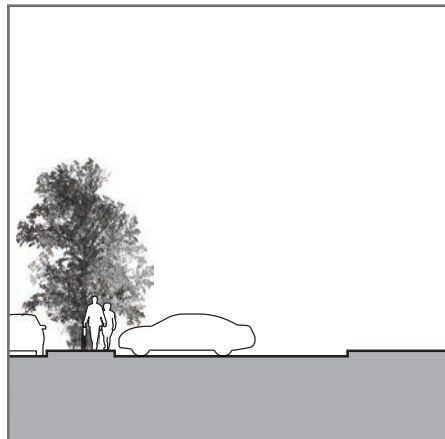
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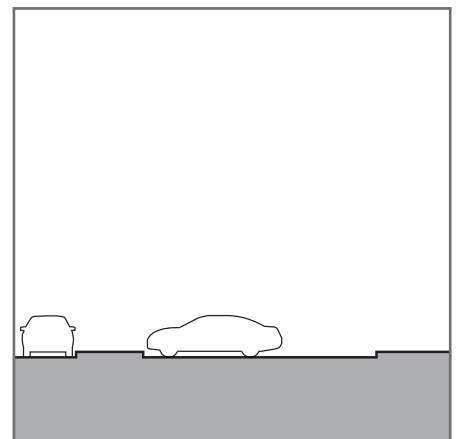
8 Mitigate the impact of parking visible to the street with the use of planting and landscape walls tall enough to screen headlights.



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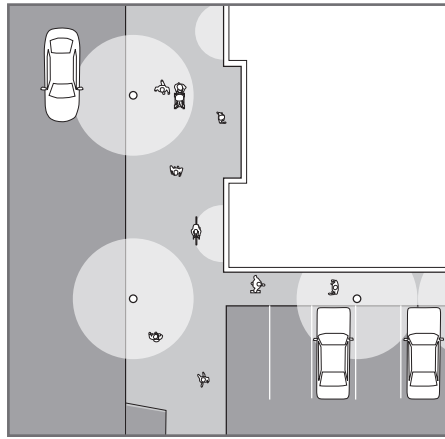


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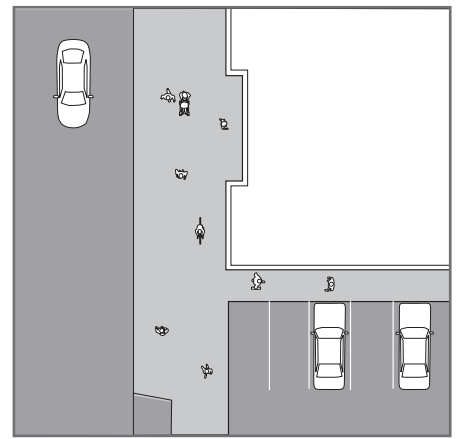
9 Illuminate all parking areas and pedestrian walkways.



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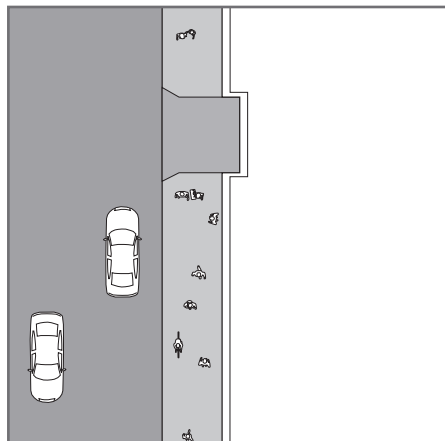
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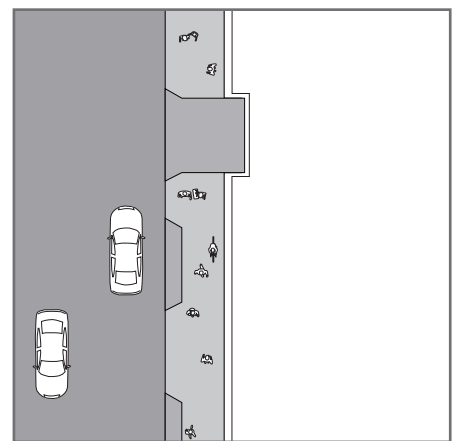
10 Reconstruct abandoned driveways as sidewalks.



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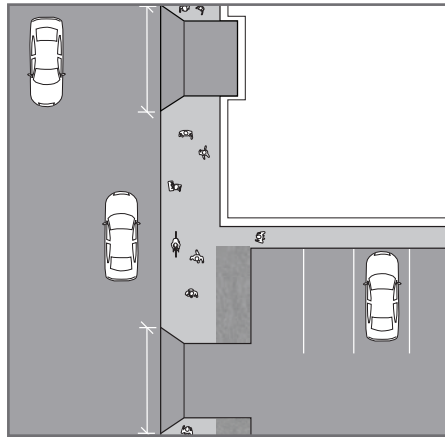


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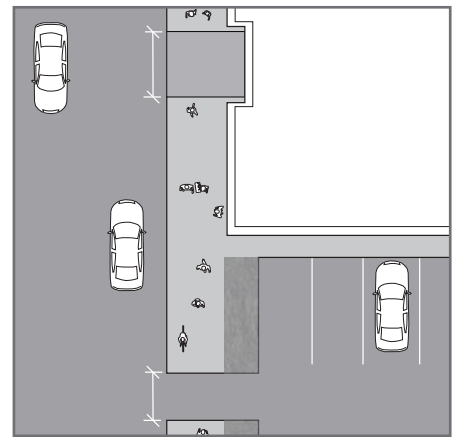
- 11** Reconstruct sub-standard driveways to meet current ADA requirements.



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- 12** Use architectural features to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk and building wall.

