



# **CLIVE PLANNING & ZONING COMMISSION**

**AGENDA, REGULAR MEETING**

**8800 Hickman Road**

**January 7, 2025 5:30 PM**

This meeting will be conducted in-person in the Public Safety Facility Training Room and virtually via Zoom platform. To participate virtually use the following

link: <https://us06web.zoom.us/j/89178956404>

---

**Call to Order**

**Roll Call**

**Approval of Meeting Minutes**

**Action Items**

**Presentation**

**Discussion**

1. Off-Street Parking Requirements Discussion

**Staff Report**

**Adjournment**



## Staff Report

**TO:** Planning and Zoning Commission members

**FROM:**

Amanda Grutzmacher, Senior Planner

**DATE:** January 7, 2025

**RE:** Off-Street Parking Requirements Discussion

### Background

Over the past 20 years, a push within sectors of the planning profession to minimize, and in some cases eliminate, off-street parking requirements has spread across the country. The High Cost of Free Parking by Donald Shoup was published in 2005 and changed the discourse on parking policy. Early on, Shoup's recommendations were primarily applicable to traditional city centers; more urbanized and walkable neighborhoods; and neighborhoods with robust public transportation. Parking reform has continued to gain traction and there is evidence to support that changes to regulations outside of city centers are also beneficial to communities, residents, and businesses.

### The Case for Parking Policy Reform

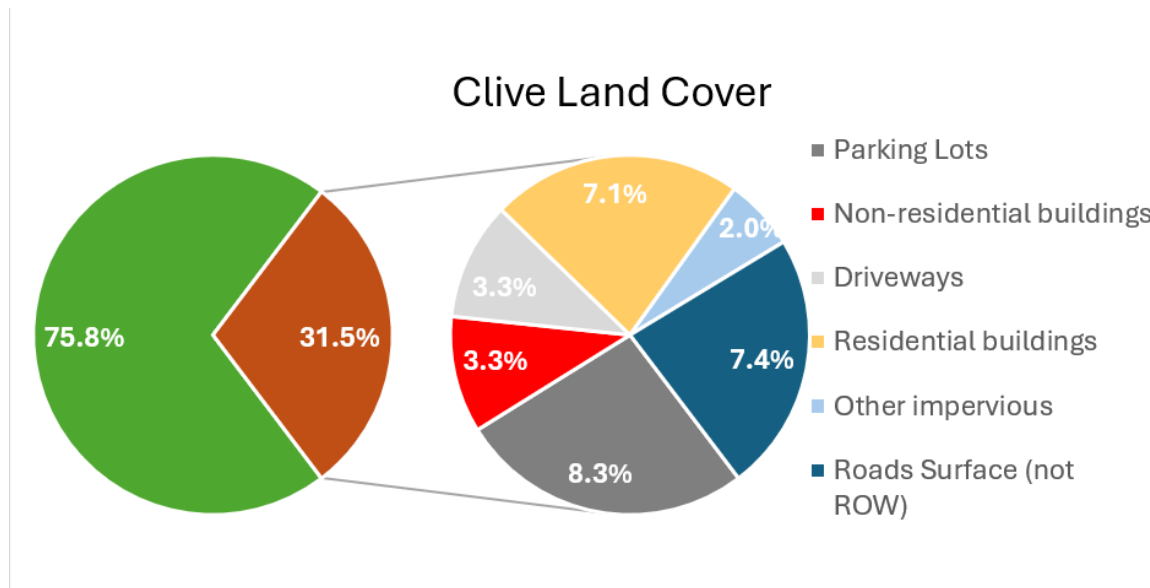
A summary of key points in the parking policy reform conversation include:

- Parking minimums in zoning became widespread during the 1960s. Parking minimums are usually based on a theoretical peak parking demand based on square feet of building area. The numerical requirements tend to be arbitrary and carry over from decade to decade, with little consideration of actual parking need.
- Requiring minimum parking results in larger parking lots. Larger parking lots results in buildings being farther from roads and sidewalks, increases initial development costs, and increases operations and maintenance costs.
- Buildings farther from roads and sidewalks results in larger property frontages and wider roads, which impacts transit options due to inefficient public transportation and walkability. Limited transit options result in more personal vehicle demand and daily trips, higher costs for households, and negative impacts on workforce availability.
- Arbitrary parking minimums result in an oversupply of off-street parking which increases initial development costs due to larger lot sizes, stormwater management impacts due to larger impervious surface, more parking lot lights, longer utility services to reach public mains, larger building signs to maintain visibility, etc.
- Oversupply of off-street parking increases operations and maintenance costs for things like parking lot striping and repairs, parking lot lighting upkeep, snow removal, landscape islands, etc. Higher development and operations and maintenance costs results in higher lease rates, which limit potential businesses and services and increase costs to end users.
- Oversupply of off-street parking increases public utility and street costs for municipalities, which impacts tax levy rates and funding availability for other projects and services.

- Buildings generate taxable value. Parking lots do not.
- Reduction or elimination of parking minimums does not eliminate parking; vehicle access and circulation remains an important part of development.
- Parking policy reform allows developers and businesses flexibility in their site design.

## **Parking by the Numbers**

- Average cost to construct a concrete surface parking space is approximately \$3,000.
- Standard parking space in Clive is between 170 to 200 square feet, plus space for the drive aisle.
- Local minimum parking requirements do not meet the needs of recent projects – either by requiring too much or too little parking.
  - Fareway, Kum & Go, Kwik Star, Iowa Trust and Savings Bank, and the Covenant Construction office all constructed more than 25% over the minimum required parking.
  - Projects have had to seek a variance or modify their plans to include more parking to meet the minimum parking requirements. Examples include Horizon Events Center, The Vibe at 80/35 conversion to apartments, Cooper's Hawk, Tasty Tacos, Monarca, Living Faith Lutheran Church addition, Life Church, and Swanson Storage expansion.
  - Other projects have not proceeded due to inability to provide the required minimum parking. A few examples of projects likely to see additional investment if parking minimums are modified include Westridge Shopping Center, Izumi, and 515 Brewing.
- Parking lots occupy approximately 8.3% (415 acres) of Clive's land area; non-residential building footprints occupy approximately 3.3% (165 acres) of Clive's land area. Parking lots occupy 2.5x the land area of the buildings they serve.
- Residential driveways (excluding garages) occupy approximately 3.3% (165 acres) of Clive's land area; residential dwelling footprints (including attached garages) occupy approximately 7.1% (355 acres) of Clive's land area.



### Future Development Impacts

As the Commission is aware, Clive is in a unique position of being a (nearly) built-out, landlocked community. There are a few developable areas remaining that could support new commercial development (generally Douglas Pkwy and Alices Rd, Alices Rd mixed use south of Douglas, Shadow Creek North mixed use) and a few areas remaining for new residential development. Going forward development will focus primarily on infill and redevelopment opportunities. Staff believe the City can provide additional flexibility by reducing parking minimums without causing development that results in negative impacts to surrounding properties due to lack of parking.

Staff proposes the following non-residential parking minimums as a starting point for discussion:

- 1 space per 1,000 sf GFA for storage warehouse/yard, truck terminal, and commercial entertainment
- 2 spaces per 1,000 sf GFA for fitness centers
- 2.5 spaces per 1,000 sf GFA for other unspecified uses, e.g. coffee shops, carry out restaurants, office, retail
- 5 spaces per 1,000 sf GFA for meeting halls
- 10 spaces per 1,000 sf GFA for auditoriums, funeral establishments, religious institutions (assembly space), restaurants with seating
- 15 spaces per 1,000 sf GFA for event centers
- 1 space per 5 students for child care facilities
- 3 spaces per service bay for automotive repair

## Shopping Center Parking Comparison

| Shopping Center                 | Parking within Development | Current Ordinance Parking Minimum | Proposed Parking Minimum |
|---------------------------------|----------------------------|-----------------------------------|--------------------------|
| Westridge Shopping Center       | 842                        | 860                               | 511                      |
| University Park Shopping Center | 854                        | 885                               | 538                      |
| Country Club Market Place       | 260                        | 346                               | 232                      |
| Swanson Depot*                  | 238                        | 315                               | 153                      |
| Huntington Ridge                | 425                        | 564                               | 356                      |
| Country Club Square             | 255                        | 250                               | 163                      |
| West University Plaza           | 207                        | 296                               | 220                      |

*\*Swanson Depot qualifies for the Town Center Shared Parking Calculation which reduces their required parking to 289 spaces based on the current tenants.*

Attachments:

None