

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



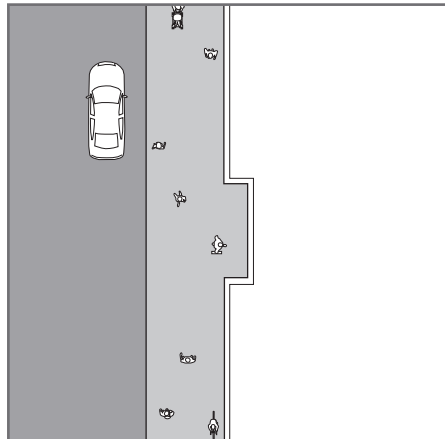
		Commercial	Industrial	Public Spaces	Open Spaces	Residential
1	Maintain continuity of the sidewalk.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2	Locate parking behind buildings rather than directly exposed to the adjacent major street.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4	Accommodate vehicle access to and from the site with as few driveways as possible.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5	Limit the width of each driveway to the minimum required.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6	Incorporate architectural features on parking structure facades that respond to the neighborhood context and that contribute to "placemaking".	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7	Limit parking in the front setback of the building to within allowed driveways.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8	Mitigate the impact of parking visible to the street with the use of planting and landscape walls tall enough to screen headlights.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
9	Illuminate all parking areas and pedestrian walkways.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
10	Reconstruct abandoned driveways as sidewalks.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
11	Reconstruct sub-standard driveways to meet current ADA requirements.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

OFF-STREET PARKING AND DRIVEWAYS

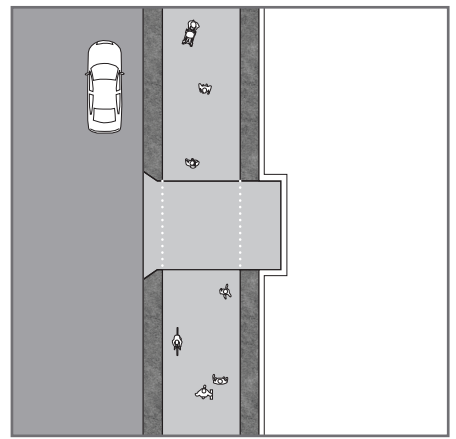
1 Maintain continuity of the sidewalk.



Recommended



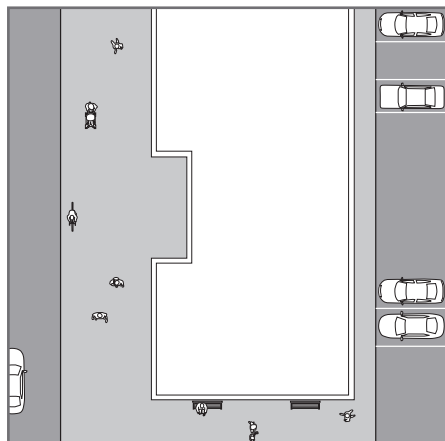
Not Recommended



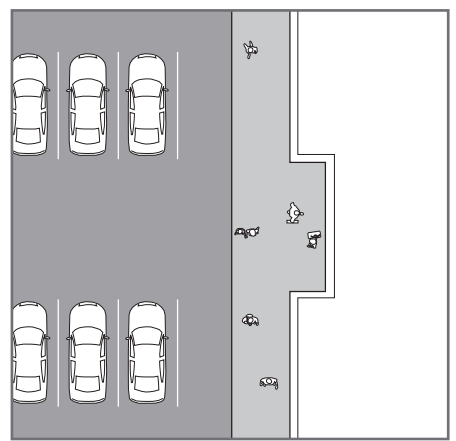
2 Locate parking behind buildings rather than directly exposed to the adjacent major street.



Recommended



Not Recommended

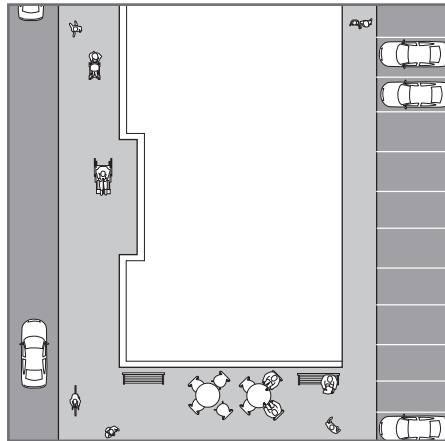


OFF-STREET PARKING AND DRIVEWAYS

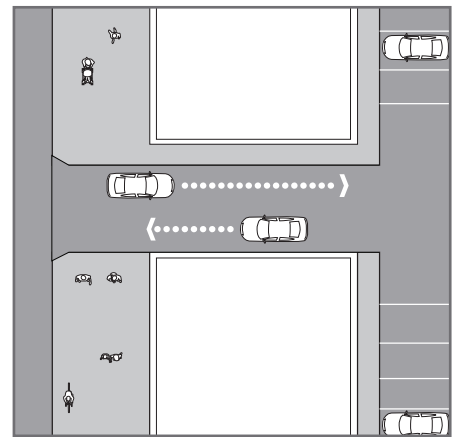
- 3** Use alleys to access the parking behind the building. If no alley is available, create access to parking from a side street, wherever possible.



Recommended



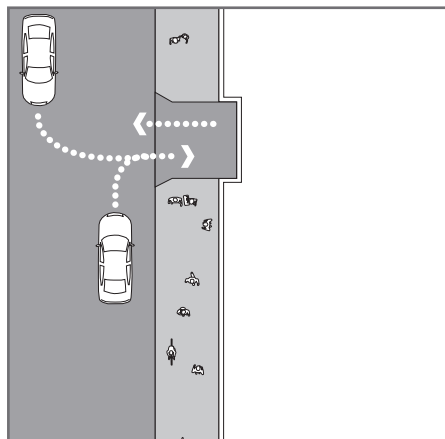
Not Recommended



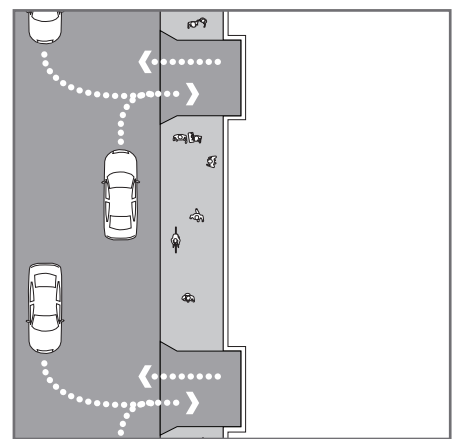
- 4** Accommodate vehicle access to and from the site with as few driveways as possible.



Recommended



Not Recommended

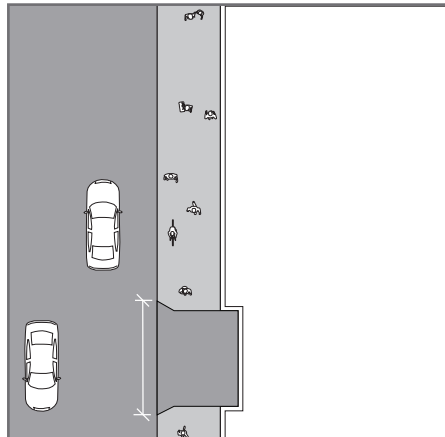


OFF-STREET PARKING AND DRIVEWAYS

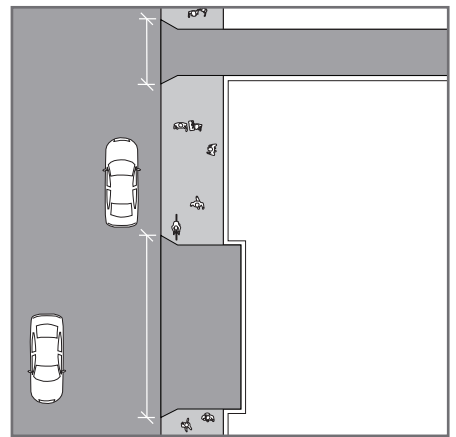
- 5** Limit the width of each driveway to the minimum required.



Recommended



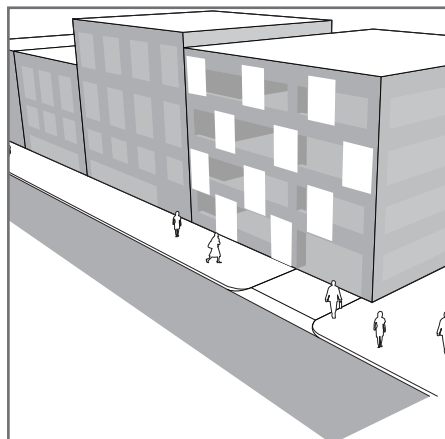
Not Recommended



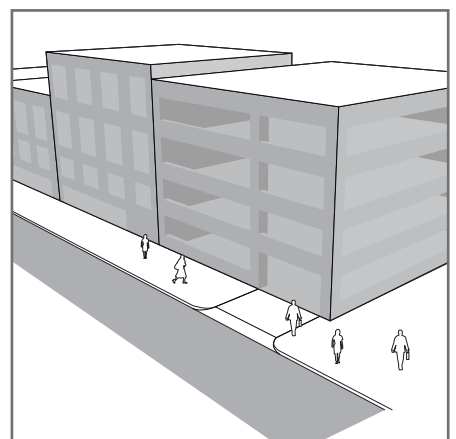
- 6** Incorporate architectural features on parking structure facades that respond to the neighborhood context and that contribute to “placemaking”.



Recommended



Not Recommended

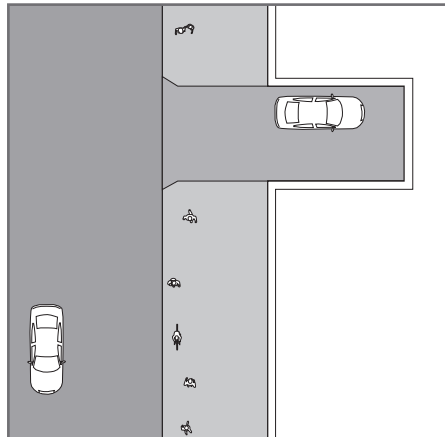


OFF-STREET PARKING AND DRIVEWAYS

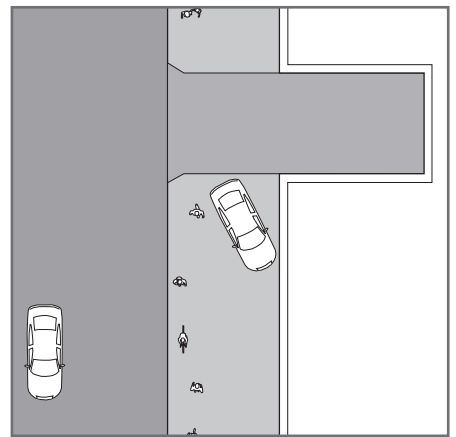
- 7** Limit parking in the front setback of the building to within allowed driveways.



Recommended



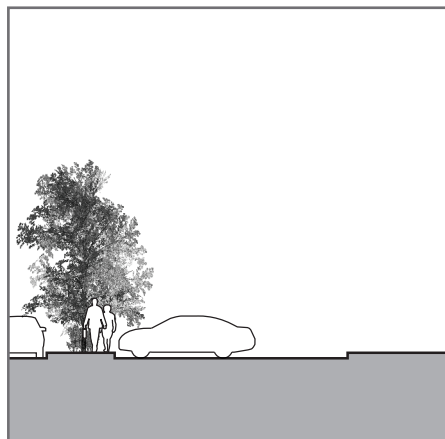
Not Recommended



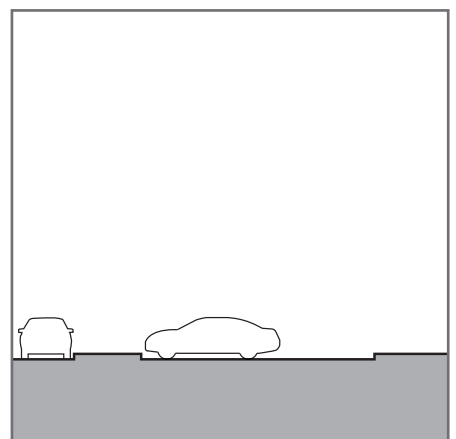
- 8** Mitigate the impact of parking visible to the street with the use of planting and landscape walls tall enough to screen headlights.



Recommended



Not Recommended

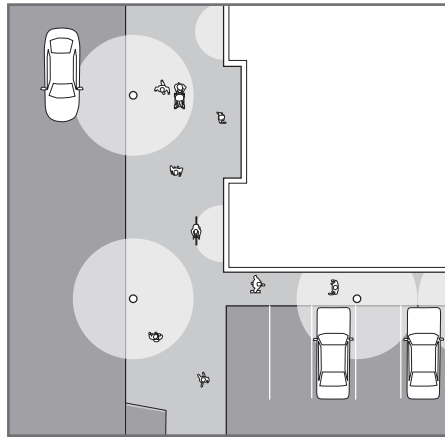


OFF-STREET PARKING AND DRIVEWAYS

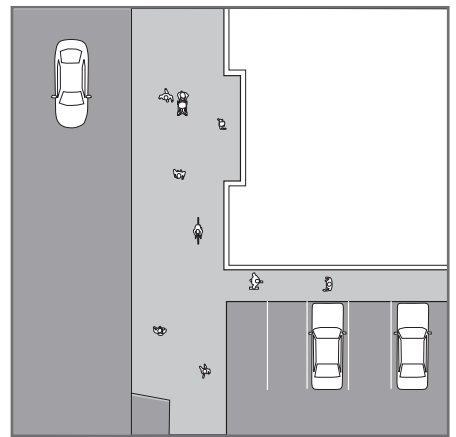
- 9** Illuminate all parking areas and pedestrian walkways.



Recommended



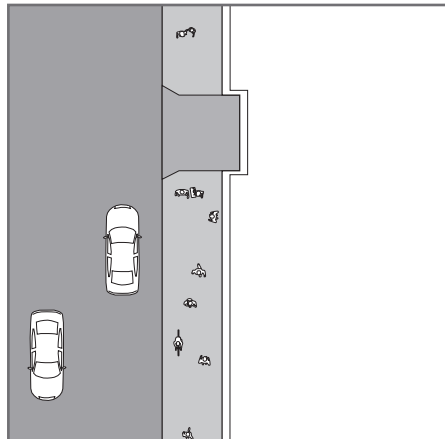
Not Recommended



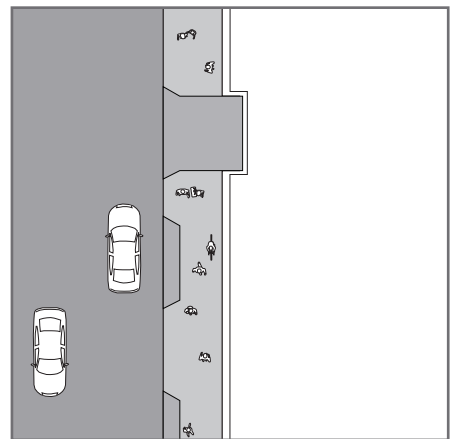
- 10** Reconstruct abandoned driveways as sidewalks.



Recommended



Not Recommended

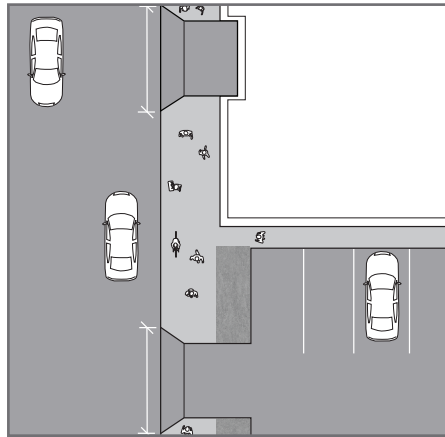


OFF-STREET PARKING AND DRIVEWAYS

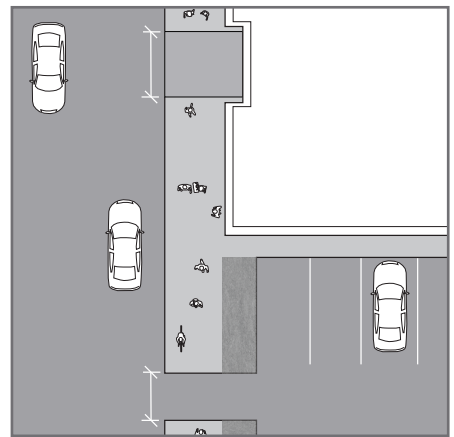
- 11** Reconstruct sub-standard driveways to meet current ADA requirements.



Recommended



Not Recommended



- 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.

