

## Community Meeting: Parking- March 7<sup>th</sup>, 2016

- Residents raised concerns about specific commercial districts and their parking relationship to residential parking.
  - o Grand Avenue Commercial Corridor
- Section #1-Include a parking max. for commercial developments
- Section #3 Transit passes should be weighed higher than car sharing services. In addition, car share spaces should be free to car sharing companies.
- Less bike spaces should be able to off-set one parking space
- Affordable housing should not be required to include parking
- Unbundle parking spaces for non-residential
- Oakland Hills is far from transit, which forces residents to drive down to transit stations. When residents drive down to use transit they have nowhere to park, therefore making transit a less attractive option.
- Biking is dangerous at night, which dissuades residents from using biking as a means of transportation during certain hours.
- AirBNB is causing parking issues
- Car sharing spaces should be incorporated as a minimum percentage.
- Residential parking permit is difficult to obtain.
- Bike parking often goes unused, therefore doesn't replace the need for a parking space.
- The agency who conducted the study is bias. Does not reflect transit density or parking demand correctly.
- Senior housing should require parking spaces for visitors.
- Residents raised concerned regarding the relationship between CUPs and parking requirements.
- Creating parking overlays
- Residents view parking reductions as a factor that will affect families in particular. Some residents feel it will attract younger populations.