

Households in multifamily developments typically own fewer cars than households in single-family developments, and are more likely to use public transportation. For those residents of multifamily developments who do own cars, careful attention to parking and transportation within and around the site can limit the impact of their vehicles on the community.

## Common Concerns

## Design Solutions and Suggestions

### Ugly parking lots

- Parking lots placed at the backs of buildings or underground keep the street side of multifamily developments free for porches, patios, small yards, or store fronts that enhance neighborhoods.
- Surface parking lots can be screened with attractive landscaping and fences.

### Number of parking spaces

- The number of parking spaces required is usually dictated by code. However, the minimum number of spaces needed, tailored to the market, should be built.
- Guest parking located near the entrances to the building encourages visitors to park on-site.

### Security of parking areas

- If the entrances to parking lots and garages are well-lit and located within sight of individual units, residents can informally contribute to site security by keeping their eyes on traffic movement.
- Formal surveillance can take the form of cameras and/or security officers who routinely patrol the premises.

### Access to alternate forms of transportation

- Multifamily housing located along corridors will be most successful if it includes provisions for access to mass transit and other forms of transportation, such as bicycling and walking.

### Relationship of parking areas to building(s)

- In large developments several smaller parking areas, rather than one large area may be required to limit the distance residents have to walk between their cars and their homes.

### Increased runoff into storm sewer system

- The environmental impact of parking lots can be limited through the use of permeable surfaces, careful site grading, and landscaping with plants that help filter contaminants out of stormwater runoff.

#### References

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 Marcus, Clare Cooper and Wendy Sarkissian. 1986. *Housing as if People Mattered: Site Guidelines for Medium-Density Family Housing*. Berkeley: University of California Press.  
 Overland Park (Kansas) Planning and Services Department. 2002. *Multifamily Residential Guidelines and Standards*. Overland Park, KS: Planning and Services Department.

## Local Design Solutions: Parking and Transportation



River Station (Minneapolis)

Parking is provided in a garage under the development

Additional parking for residents and guests is available along interior streets



Renaissance on the River (Minneapolis)

Tuck under garages

Additional vehicle parking on short driveway

Narrow interior streets help to slow traffic



Laurel Village (Minneapolis)

Parking ramp located behind the building

Many services and retail establishments within walking distance

Easy access to public transit

*\* Not all of the developments included are located on corridors; they were chosen as local examples that illustrate solutions and suggestions for designing for parking and transportation.*