

Excerpt of Parking Goals, Policies and Programs from GP

Goal LU-7 **Encourage Downtown development which is attractive and enhances Lafayette's community identity and small town character.**

Program LU-7.1.3: Encourage cooperation among business and property owners in parking lot design to minimize driveways, optimize parking, and facilitate more integrated site planning.

Goal LU-8 **Enhance commercial vitality and encourage a variety of businesses Downtown.**

Policy LU-8.2 Parking Facilities: Seek to increase the availability of off-street parking throughout the downtown.

Parking facilities occupy a significant proportion of the city's commercial areas. The economic vitality of the Downtown depends on having well located, off-street public parking facilities.

Parking often uses 40 percent or more of the ground floor area in commercial districts. Parking facilities should not dominate the landscape Downtown, but should be unobtrusive and blend with the surrounding buildings. Design guidelines can reduce the visual impact and improve the effectiveness of parking facilities.

Program LU-8.2.1: Encourage shared parking, parking lot consolidation, and common driveways and access ways.

Program LU-8.2.2: Encourage public/private partnerships to provide public parking throughout the downtown.

Program LU-8.2.3: Encourage the establishment of parking assessment districts in the Downtown.

Goal LU-10 **Downtown Core: Encourage a concentration of pedestrian friendly retail uses and improve the appearance and identity of the Downtown Core.**

The Downtown Core is the "heart" of the community; a pedestrian friendly and safe environment where the community can shop, eat and enjoy cultural events. It is also the historic center of Lafayette. This central business district consists of attractive, well-constructed buildings offering desired services and retail outlets in a convenient and safe environment for pedestrian shoppers. Adequate public parking, both on- and off-street, is provided, relieving the parking burden placed on individual property owners. The scale and feel of the core is that of the traditional small town "Main Street".

The Core area provides a wide variety of retail and personal services establishments at a scale that is attractive to the pedestrian shopper. Residential uses are not permitted on the ground floor of buildings along Mt. Diablo Boulevard. Office uses on the ground floor of buildings along Mt. Diablo Boulevard are strongly discouraged where such uses might adversely impact the pedestrian activity and retail character desired in the Downtown Core. Examples of permitted uses are clothing stores, gourmet food shops, stationers, galleries, restaurants, and civic and cultural uses.

Measures to manage travel demand, called Transportation Systems Management (TSM), are directed at reducing the number of single-occupant vehicles using the circulation system during peak hour commute periods.

These programs include advocating public transit; promoting carpooling and vanpooling; encouraging telecommuting and compressed work weeks; providing shuttle buses to transit facilities; providing incentives and rewards for bicycling, walking and telecommuting; and offering preferred parking for carpools.

Program C-7.1.2: Establish incentives for new commercial developments to provide hoteling (shared office facilities), cafeterias, day-care facilities, lunchrooms, showers, bicycle parking, home offices and other amenities which encourage the use of transit, bicycling, walking or telecommuting as commute modes to work.

Policy C-8.2 Bicycles: Encourage bicycling by making it easier and safer for people to travel by bicycle.

Program C-8.2.3: Require adequate bicycle parking in new commercial developments, and at the BART station. Encourage adequate bicycle parking in commercial areas.

Policy S-2.2 Areas of Significant Risk Potential: Locate construction of high density residential and other critical, high-occupancy or essential services buildings outside high risk zones.

Program S-2.2.2: Establish setbacks from active or potentially active fault lines or traces for structures intended for human occupancy.

Although there are no active fault lines or traces identified in the Planning Area, new information about faults may be discovered in the future. Under the Alquist-Priolo Act Special Studies Zone Act construction of new facilities within 50 feet of designated active faults is prohibited. (Designation of newly discovered faults under this Act may occur in the future.) Setback areas should be established where deemed necessary by geologists or soils engineers. Parking lots and landscaped areas are examples of uses that could be located in these setbacks.

Goal S-4 Minimize risks to Lafayette residents and property from fire hazards.

Program S-4.1.4 Restrict parking on narrow roads to allow access by emergency vehicles and to facilitate evacuation.