

GUIDELINES FOR PARKING STRUCTURES



Because of the unique character of the Irvington Historic Area, it is not anticipated that there will be many parking structures constructed within the district. However, there are a handful of sites that may face this type of development in the future and the impact of these structures upon residential properties could be tremendous and must be carefully considered.

Parking structures are typically categorized as a secondary land use and usually support retail, commercial, office uses, or multifamily dwellings, such as condominiums. Because parking structures are secondary in nature, they should not be the most significant building within their given area.

When planning the construction of a parking structure, the following factors should be considered:

- **Location of structure:** Structures should be as unobtrusive as possible, with little or no street exposure.
- **Scale of structure:** Structure heights should be equal to or lower than surrounding buildings and should not detract from nor overwhelm nearby residential properties.
- **Compatibility:** Structure materials should be similar in color and texture to those of nearby buildings; wall enclosures on street elevations should reflect similar proportions of solid to void as other buildings in the area.
- **Ingress/Egress:** Locating automobile entrances/exits on secondary elevations is encouraged; try to avoid emptying traffic onto narrow, residential alleys.
- **Use:** Under most circumstances, the structure should be limited to parking only so that the structure remains as small as possible. If a structure has street frontage in a commercial area, non-parking activities on the first floor are encouraged, such as retail at the ground level. Retail storefronts should incorporate clear glass to provide visual interaction with the street pedestrian/vehicular traffic.
- **Buffering:** Landscaping that provides a buffer between the parking structure and any nearby residential properties is encouraged.