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**Attachments:** [DLCD comment.docx](#)

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Attached is my comment for the City of Monmouth's Housing Production Strategy.

Mike

# Monmouth's Housing Production Strategy.

Aside from allowing more types of housing that can be built anywhere in the city, one of the major limitations to building enough housing is the amount of parking required at residential AND commercial/industrial development. The Housing strategy mentions parking but focuses most of the discussion on affordable housing. The missing element is the amount of parking allowed in commercial/industrial development. For example, the development on the east side of town along the Monmouth-Independence highway at the “S curve” required an excessive number of parking spaces even though this eliminated development on a large portion of the area and helped prevent construction of apartments.

Associated with parking is how buildings are located within a lot. Because each building has its own parking requirement and the developer/tenant wants each business to have the closest parking possible to the front door, buildings that could be placed adjacent to each other are separated by a large expanse of asphalt. Instead of buildings being placed close to and facing the street, they are set back from the street and sidewalk. All of which induces driving demand by making it easier to park and more hostile to walking and biking.

Associated too with parking is the design of streets and roads. The hierarchical classification system (arterials, collectors, residential) breaks up connectivity between neighborhoods and create barriers to non-driving transportation, putting pressure on city staff to provide “adequate” parking. The State (and cities) needs to reframe the system to mixed-use/commercial and residential streets that focuses on the uses alongside the street rather than moving cars.

New development of any kind needs to be built facing the street. For too long, new housing developments build the row of houses along the main street so that the backs of the properties face the street rather than the front of the houses. This, along with a long fence or wall line, breaks up neighbor connectivity, creates an inhospitable walking/biking environment, encourages higher speeds and induces driving demand, which leads to more pressure to provide “adequate” parking and less space for housing.

Finally, large three-story apartment buildings surrounded by parking lots must be banned. They are either built on the edge of town, inducing driving demand, or overwhelm an existing neighborhood, creating a backlash while not integrating with the neighborhood.