The Neighborhood Model proposes reassessing parking standards and finding ways to make parking areas less dominant from the street. Such steps should improve the visual character of the community and make possible a more functional and appealing pedestrian environment.

Parking is critical to today’s lifestyle. Generally, however, parking areas are over-produced, poorly sited, and unattractive. What is needed is for the amount, location, and character of parking to be reassessed. Standards set for the largest shopping period of the year result in parking spaces that are more often empty than occupied. This is because conventional development focuses solely on parking capacity. The typical location of parking in front of buildings ruins views and discourages pedestrian access by isolating buildings far from the main sidewalk and presenting a monotonous and inhospitable space.

**Disadvantages of Excess Parking Areas**
- raises cost to developers
- increases water pollution
- diminishes pedestrian environment
- wastes land

**Ways to Reduce Excess Parking**
- Use realistic parking standards, which would result in fewer spaces for many uses, more spaces in others.
- Place parking out of view.
- Fully use on-street parking.
- Encourage and allow shared parking.

*Figure 2:22* Typical shopping mall surrounded by parking lot.

*Figure 2:23* Mizner Park in Boca Raton, Florida. Parallel parking is provided for convenience and to slow traffic. Structured parking is provided behind the building.