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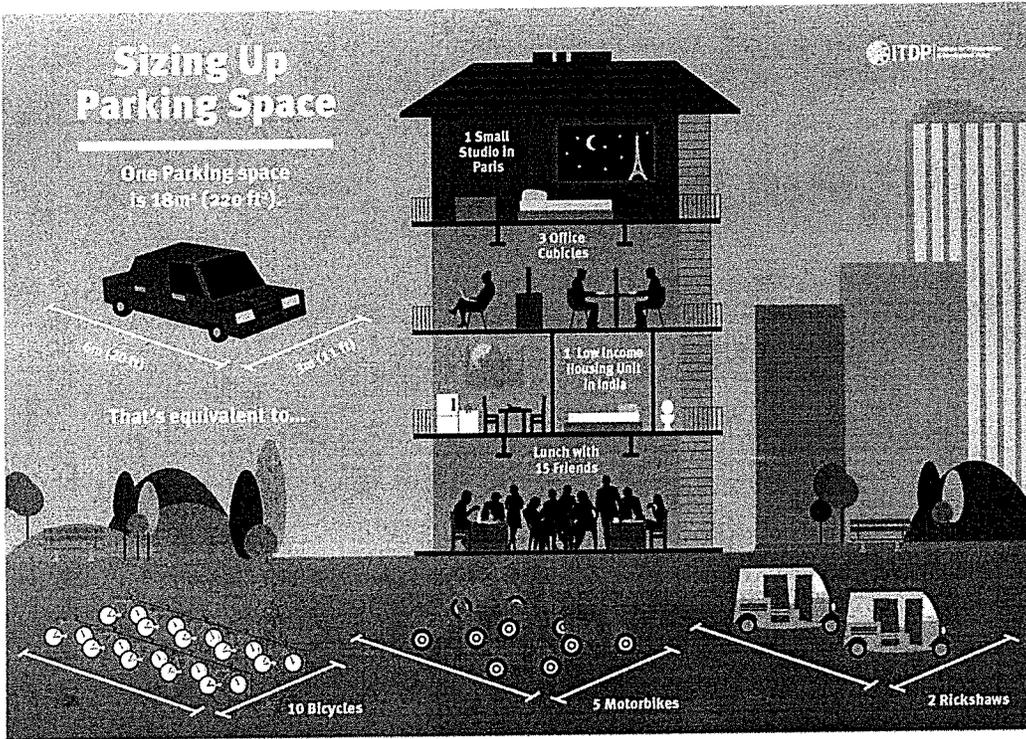
JAN 19 2016

DEPARTMENT OF
PLANNING & ZONING

Supporting Documentation

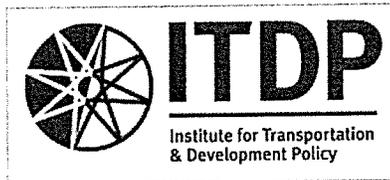
ArtsRiot Parking Management Plan

Featured » What is Shared Parking?



What is Shared Parking?

The Institute for Transportation & Development Policy provides technical transport and planning expertise to local authorities in cities around the world. ITDP promotes transport solutions that reduce greenhouse gas emissions and air pollution, while improving urban livability and economic opportunity. Its projects inspire cities towards more



environmentally and people-friendly transportation. ITDP identifies and promotes core sustainable parking principles and advocates how smarter parking management can benefit consumers and businesses in time and money savings, while also leading to more livable, attractive communities. (They also produce awesome graphics – including the one above – and get it that parking matters.) This is reprint of ITDP's Shared Parking Policy Brief.

Parking demands, like other transport demand patterns, operate on a peak and off-peak schedule depending on related land use. Distinct but complementary patterns, such as "office parking" that is generally empty in the evenings and on weekends and "residential parking" that is generally fuller in the evenings, offer an opportunity for cities to better satisfy residents and commuters without increasing supply. Shared parking is a land use/development strategy that optimizes parking capacity by allowing complementary land uses to share spaces, rather than producing separate spaces for separate uses.

In effect, shared parking makes spaces publicly accessible rather than reserved for a particular tenant or property owner. It may be privately constructed and operated, depending on a contractual agreement, but should remain within the

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In a first for Las Vegas, MGM Resorts to charge for parking at casinos.
<https://t.co/vYleTrrvIA>

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<https://t.co/zwE7K5RRFL>

Fortune: Obama (Very Subtly) Renews Call for a Carbon Tax to Fund Transportation - <https://t.co/aoTnlbjhua>

It ain't easy being green: The political battle over Seattle's newest protected bike lane –
<https://t.co/9MPityP2MG>

Is Ford's FordPass app - incldg partnership with ParkWhiz & Parkopedia - the beginning of the end of car ownership? <https://t.co/L68F0J7M3N>

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government's jurisdiction for long-term transport planning purposes.

Peak Parking Demand

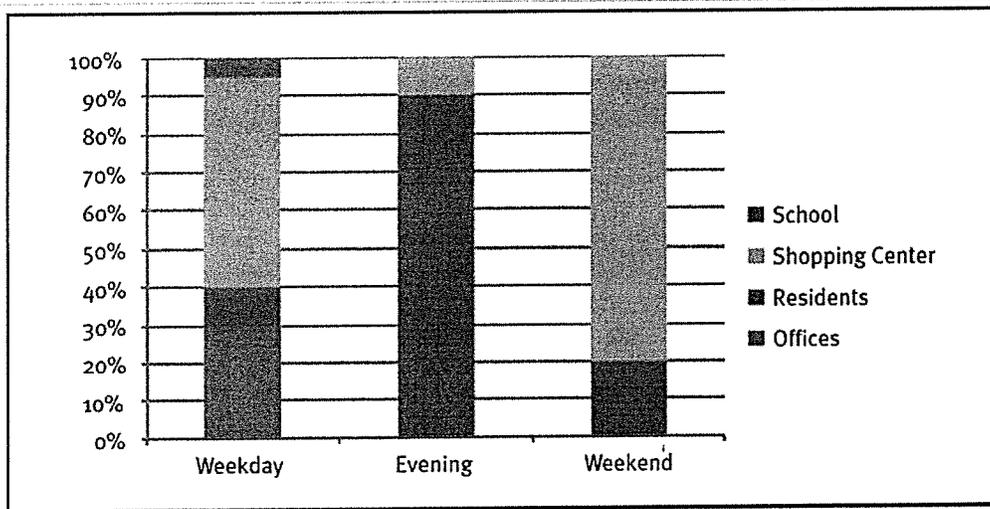
Weekday Peaks	Evening Peaks	Weekend Peaks
Banks	Auditoriums	Religious institutions
Schools	Bars and dance halls	Parks
Distribution facilities	Residents	Shops
Factories	Meeting halls	
Medical clinics	Restaurants	
Offices	Cinemas	

This table is an example of peak parking demand for different land use types. Parking can be shared efficiently by land uses with different peaks. Source: Modified from the original version from Victoria Transport Policy Institute

Often, regulations require the creation of a predetermined amount of parking space for each type of land use. This results in an overabundance of parking, as far more spaces are created than are demanded at any given moment. The excess of parking induces more driving while also leaving many spaces underused. It further inhibits the possibility to design more compact developments and neighborhoods with active uses. Shared parking goes hand-in-glove with mixed use, compact development.

Shared parking unlocks the potential for higher development densities around transit and acts as a control mechanism against urban sprawl. By allowing adjacent property owners to share parking spaces, cities can accommodate essential parking demands like disabled parking, emergency vehicles and freight delivery while promoting travel by more sustainable modes with better land use integration. For example, parking developed for a cinema can be shared with office workers and nearby residents, since each use's parking demands are heaviest at different hours.

Shared parking can reduce parking requirements by 20-40%, creating positive economic, social and environmental benefits. According to the Victoria Transport Policy Institute, 60-80 parking spaces can be shared among 100 employees in the North American context. The mixed-use Circle Centre in the city of Indianapolis was able to reduce the provision of parking by 53% from the standard regulations by using a shared parking approach. That also amounted to a savings of \$10,000 USD per space to the developers.



The table illustrates how 100 parking spaces in a mixed-use district can be distributed based on usage at different times.

How does shared parking work?

For a city to reap the full benefits of a shared parking program, parking needs to be publically accessible with no private, reserved spaces. If all parking is publically accessible then it can be traded as a commodity. This also requires eliminating free parking. The government can act as an intermediary in helping the private sector identify how and where the spaces can be shared in existing neighborhoods, especially during the transition toward making all parking publically accessible. For expanding city districts, shared parking can exist for essential uses or as a regional-wide transition toward sustainable transport. Government might handle contracts for public parking to assure satisfying performance indicators such as

Events

1/20/16 @ 2 PM EST

IPI Online:

Reduce Costs and Maximize the Value of Your Parking with Renewable Energy and Electric Vehicle (EV) Charging

Webinar - Register

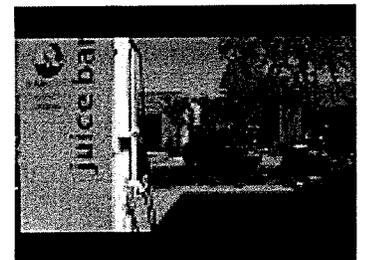
5/17/16

International Parking Institute: Green Garage Assessor Training
Nashville, TN - Info & Registration

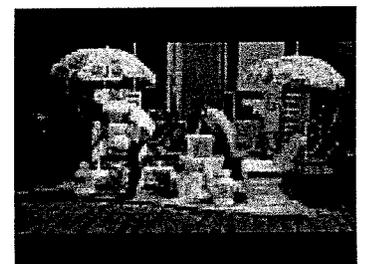
5/17/16 - 5/20/16

International Parking Institute: Conference & Expo
Nashville, TN - Info

GPC videos



Lynda.com | Juice Bar (2:04)



Parking is Hip at Ikea (1:09)



The EN-V: GM's Urban Mobility Solution (4:22)

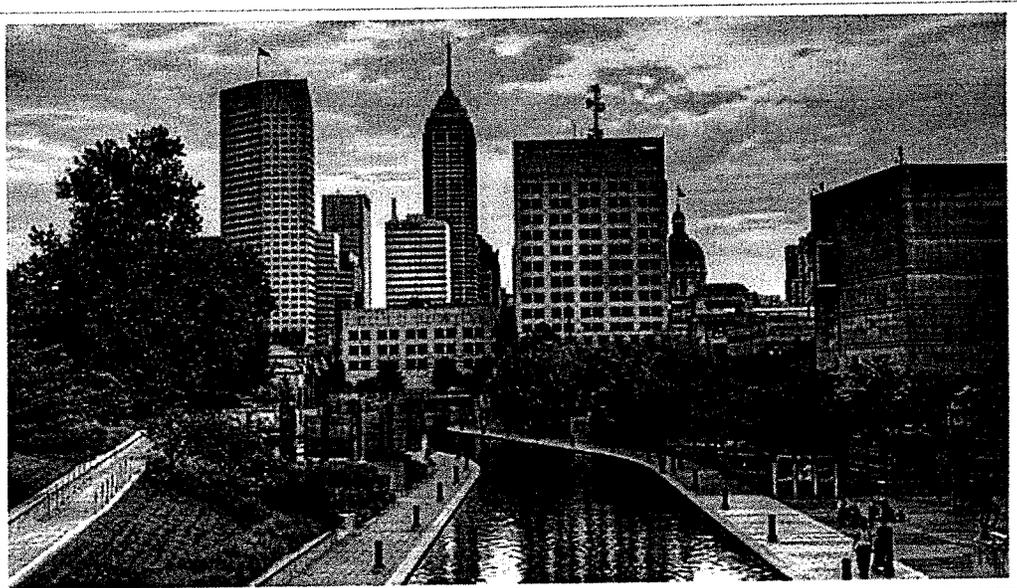
occupancy rate, mode shift and funds raised for neighborhood improvement projects as street use and capacity issues change.

Parking provision and restriction is an important part of transport planning. To successfully implement shared parking, a review should be conducted that looks at local zoning ordinances, existing use of parking space use at varying times of the day, and the existing parking management strategy. The city should have an idea of the mode split it wants to support. Designing for shared parking is an iterative strategy, and should be revisited every few years. The process should shift the city away from trying to satisfy all parking demands by increasing parking supply. Shared parking is most effective when done in conjunction with promotion of public transport use, walking and cycling. Shared parking spaces must be conveniently located and easily accessible by all relevant users. In other words, it creates the possibility to shift away from planning merely for driving trips.

What are the benefits?

Shared parking can alleviate traffic congestion, allow for increased density near transit and promote compact development. The main benefits of pursuing a shared parking strategy include:

- Efficient and optimized use of existing parking infrastructure
- Eliminate the burden on developers to build more parking
- Support for transit-oriented development



Downtown Indianapolis is using a shared parking approach while pushing forward better cycling and walking amenities leading to a more compact, mixed-use city center. Source: JoeyBLS Photography on Flickr

Overcoming Barriers to Shared Parking

Outdated local ordinances can inhibit the possibility of applying shared parking to an area. To successfully implement new parking standards, it is necessary to mitigate any standing barriers to a shared parking initiative.

1. Understand the actual parking demand in a neighborhood.

- Feasibility studies and understanding community traffic patterns are essential to successful implementation
- A city planner, transportation expert and the community need to be involved
- Understand current parking supply versus what is being used
- Determine who is paying for current parking such as land owners, employers or users
- Evaluate the price of parking as a lever that can change parking demand

2. Eliminate minimum parking standards.

- Minimum parking standards based on land uses lead to an over-supply of parking. To alleviate the waste of real estate, local governments can offer incentives and create directives to develop shared parking instead.

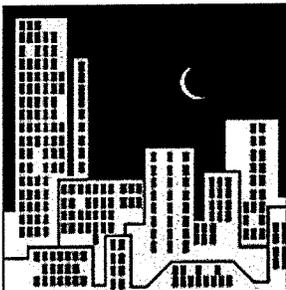
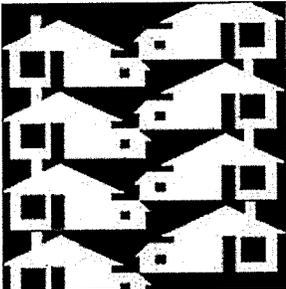
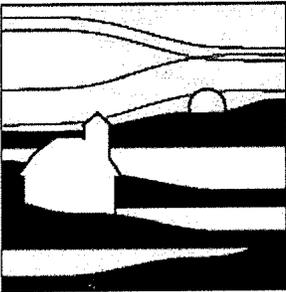
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8. Shared Parking

Fact Sheet



This smart growth tool can be used in rural, suburban, or urban communities.

What is Shared Parking?

Shared parking is a tool through which adjacent property owners share their parking lots and reduce the number of parking spaces that each would provide on their individual properties. Shared parking is not a new concept. It has been used extensively in traditional neighborhood commercial nodes and downtown settings for decades. In these locations, there are higher-density office or apartment buildings, with shops and restaurants lining the sidewalks. People often park in one spot and then walk from one destination to another. The effect is that those various uses share the same parking spaces. Shared parking is being used more and more in conjunction with new development. If adjacent land uses have different peak hours of parking demand, then they can share the some of the same parking spaces.

Why use Shared Parking?

Parking is one of the largest uses of land in urban and especially suburban areas. In a typical suburban shopping center, for example, parking occupies more land area than the building itself. Often, sites with large parking lots are located next door to other sites with equally large lots. If adjacent sites serve different purposes, each parking lot may lie empty for long periods of time. This suggests that an excessive amount of space is given over to parking, and that less parking would be needed if the lots were somehow connected, shared, and used more efficiently. Shared parking can reduce the amount of land needed for parking, creating opportunities for more compact development, more space for pedestrian circulation, or more open space and landscaping.

Two Approaches to Shared Parking

There are two main approaches to shared parking: (1) contractual agreements between adjacent uses; and (2) parking management districts. Whereas the first approach involves only two adjacent users, the second approach encompasses an entire district with multiple property owners. Under a contractual agreement, the circumstances under which parking spaces would be shared would be explicitly defined in the contract. In a parking district, all uses within the district would have access to all the parking spaces at any given time.

Approach 1: CONTRACTUAL AGREEMENT BETWEEN TWO ADJACENT USES

Toolbox

-  **Special Permit Approval.** For two uses in a commercial area, shared parking should be encouraged as part of the review process. The provisions should state that shared parking between two adjacent land uses (whether on the same site or on adjacent sites) would be preferred, especially if they have different peak times (e.g., a movie theater and a supermarket) or, conversely, if they share the same patrons (e.g., a dry cleaner and a deli)
-  **Demonstrated Difference in Peak Parking Demand.** As part of the approval process, the developer would have to demonstrate that the two land uses have differing peak-hours (or days, or seasons) of parking demand, or that the total parking demand at any one time would be adequately served by the total number of parking spaces.
-  **Contractual Agreement Required.** A development agreement between sharing property owners is necessary in order to ensure the proper functioning of the shared parking arrangement. The adopting ordinance needs to require such an agreement between developers as a condition of engaging in shared parking, and model language for an agreement should be adopted.

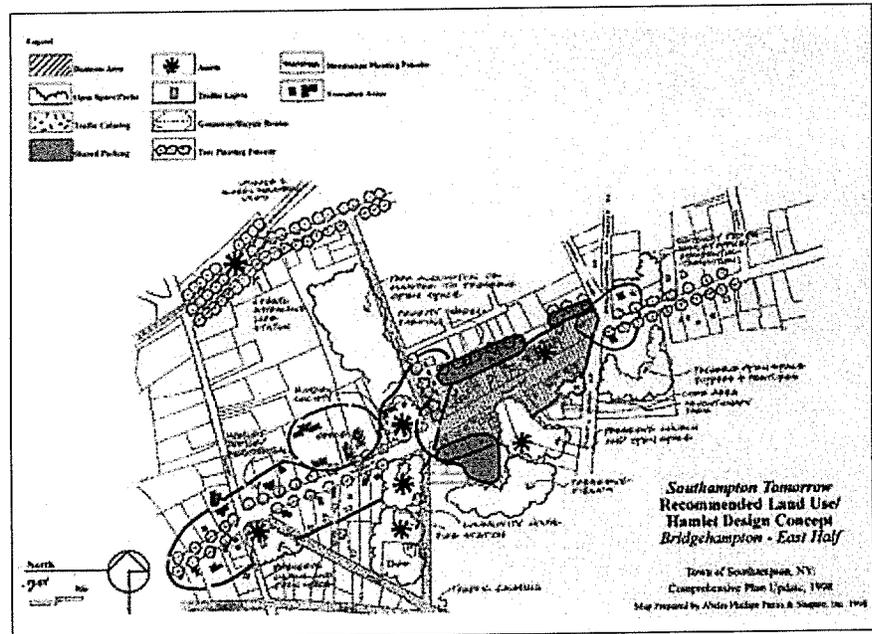
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This plan for the Bridgehampton hamlet center in Southampton, Long Island calls for a shared parking area that would serve the hamlet businesses. (Source: APPS, Inc.)

Keys to Success

 **Target auto-oriented mixed-use commercial uses.** Shared parking works best in situations where there are somewhat dissimilar land uses, with different peak hours of use — i.e., a hotel and an office, or a home supply store and a movie theater. A traditional mix of uses (in the form of a "Main Street" environment) is not necessary, but the use mix must be varied enough to generate different peak times of demand. But



bear in mind that shared parking can also work for complementary uses where the patrons go from store to store (e.g., an antique center). The essential ingredient in both cases is that patrons park once.



Keep the "sum" clause. Most zoning ordinances have minimum parking requirements for each individual use, and on multi-use sites, most zoning ordinances require that the total parking requirement be equal to the sum of the requirement for each individual use. This requirement should not be removed, because it ensures an adequate amount of parking where there are two similar uses on the same site, especially where they do not share the same customers. For example, a site with a grocery store and a home supply store would tend to have the same peak-hours of customer attraction. The "sum" clause would ensure that adequate parking is available during weekends and evenings.



Provide zoning incentives in auto-oriented business centers. In many commercial centers and office parks, businesses depend on large parking lots for business and have a natural business incentive to provide as much parking as possible. Zoning incentives for shared parking can encourage a reduction in the size of the parking lots. Incentives that could be provided for shared parking include an increase in floor area ratio (FAR) and increased flexibility in certain bulk regulations, such as building coverage or height. Incentives for shared parking are generally not necessary in traditional neighborhood centers or downtown areas, because the scarcity of land in those locations provides an inherent economic incentive for pursuing shared parking.



Make shared lots walkable. Parking spaces that are shared should be located within a reasonable walking distance of all the destinations they are intended to serve. Generally, the preferred parking-space-to-front-door distance that a person is willing to walk for shopping or work is 400 to 800 feet, and the maximum is generally 1,200 feet. In addition, walkways, crosswalks, decorative paving, stop signs for cars, and landscaping are needed to allow ease of walking through the parking areas, such that the shared parking area is well-integrated with each of the sites that it serves.