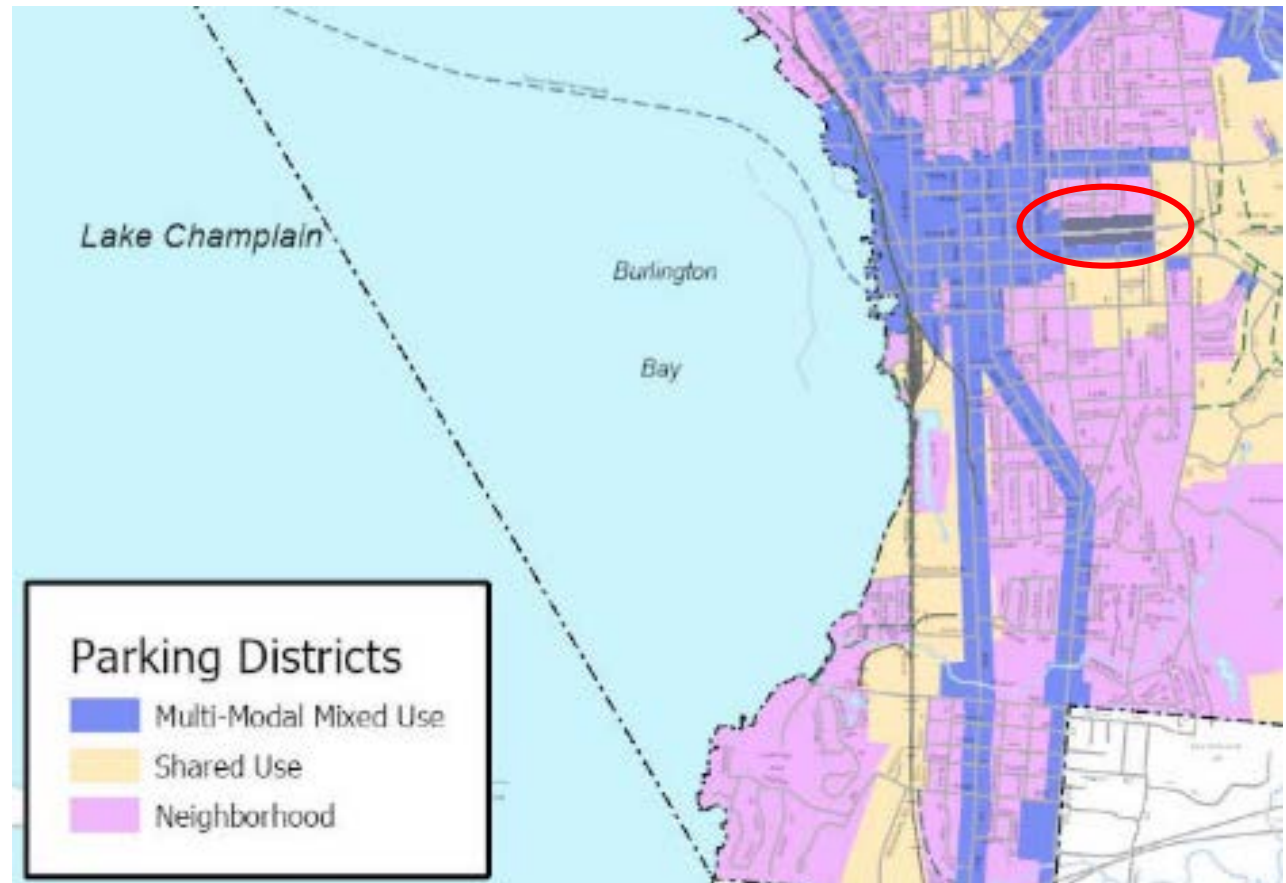


# Minimum Parking Requirements

February 11 Proposed Amendment #1



**Motion:** Include College St. from S. Union to Williams St. in Multi-Modal Mixed Use District  
*Motion approved by Commission- see map at right*



# Minimum Parking Requirements

## Proposed TDM Alternatives (revised)



### TDM Recommendation from Staff:

- ~~Access to a Guaranteed Ride Home benefit for all tenants/employees~~
- Min 28 ~~20~~% subsidy on transit pass available to all tenants/employees; or,
- Membership in a Transportation Management Association (TMA) that offers an equivalent or better transit subsidy.

### CarShare VT (CSVT) Proposal:

#### For residential uses:

- Min \$70 sustainable transportation subsidy for up to 2 tenants/unit, (\$50 if a member of a TMA)
- Only available for those not also holding a parking pass

#### For non-residential uses:

- Implement a minimum of three TDM strategies
  - Telecommuting program
  - TMA member
  - Car-share
  - Transit subscriptions
  - Off-site parking and shuttles

*Balance is key- benefits to tenants vs. disincentive to build units in lieu of parking*

# Minimum Parking Requirements

## CSVT's Proposed TDM Alternative



Staff's fundamental concerns include:

- **It assumes parking and TDM is an either/or proposition** – build parking or support TDM. As the experience of others tell us, this is rarely the case, and most new development will still build some parking.
- As such, **in some of the modeled scenarios this proposal actually adds cost** to some types of new development, not making it less expensive. As a result, it may be incentivizing creating more parking or worse, further dis-incentivizing new housing development entirely. In other cases it consumes part or all (depending on the cost to building the parking) of the anticipated saving achieved by building less parking.
- As with the cost of parking, the **cost of any TDM requirement will also be passed along** directly to the tenant in the form of a higher rent, and therefore undermining our goal of reducing the cost of housing.
- It **places a substantial burden on the owner/employer to administer** (collect, review, and reimburse tenants and employees for eligible expenses) every month, and for the City to be able to monitor and enforce such a requirement on an ongoing basis.
- It **does not offer its incentives to all residents and employees of a new development** – only to those without parking, and therefore it does nothing to help those with a car to make the transition to a car-less/free lifestyle

# Minimum Parking Requirements



## Common TDM Measures

Parking Management	
Parking Cash-Out by employer	★
Parking Pricing – Charge Market Rate/Charge for On-Street Parking	✓
Unbundle parking cost from rent	✓
Preferential Carpool/Vanpool Parking	✓
Shared Parking	✓
Maximum on-site requirements	✓
Eliminate on-site minimum requirements	✓
Pedestrian and Bicycling Improvements and Facilities	
Secure and safe bicycle parking (short and long term) and storage	✓
Showers and lockers for bicyclists	✓
Bicycle sharing	★
Connectivity between adjacent sites and paths	✓
Infrastructure improvements (traffic calming, bicycle lanes)	✓
Site Design/Land Use	
Locate their parking behind buildings, away from the street	✓
Limit driveway curb cuts	✓
Require densifications/mixed-use elements for new developments	✓
Promote location efficient residential and commercial development	✓

Employer-Based	
Subsidize Transit	✓
Flexible employee work schedules	★
Teleworking	★
Ride-sharing services (guaranteed ride home, ride-matching)	✓
Vanpool	★
Education (inform employees of options)	✓
Provide incentives and rewards programs	✓
Public Transit	
Bring service to the project site	✓
Provisions for bus shelters and information kiosks	★
Employer-provided shuttle bus services	★
Other	
Transportation Management Association (TMA) membership	✓
Car Sharing	★
Active marketing and promotion of transportation options	✓

✓ - **already** required under current zoning

✓ - **proposed** within current amendment

★ - available within the community

# Minimum Parking Requirements

## TDM Program Requirements



**Information, Education, Outreach, and Annual Reporting**

**Long and Short-term Bicycle Parking (as currently required)**

**Transit Subsidy (28%), or TMA Membership, for all tenants and employees**

### **Parking Management**

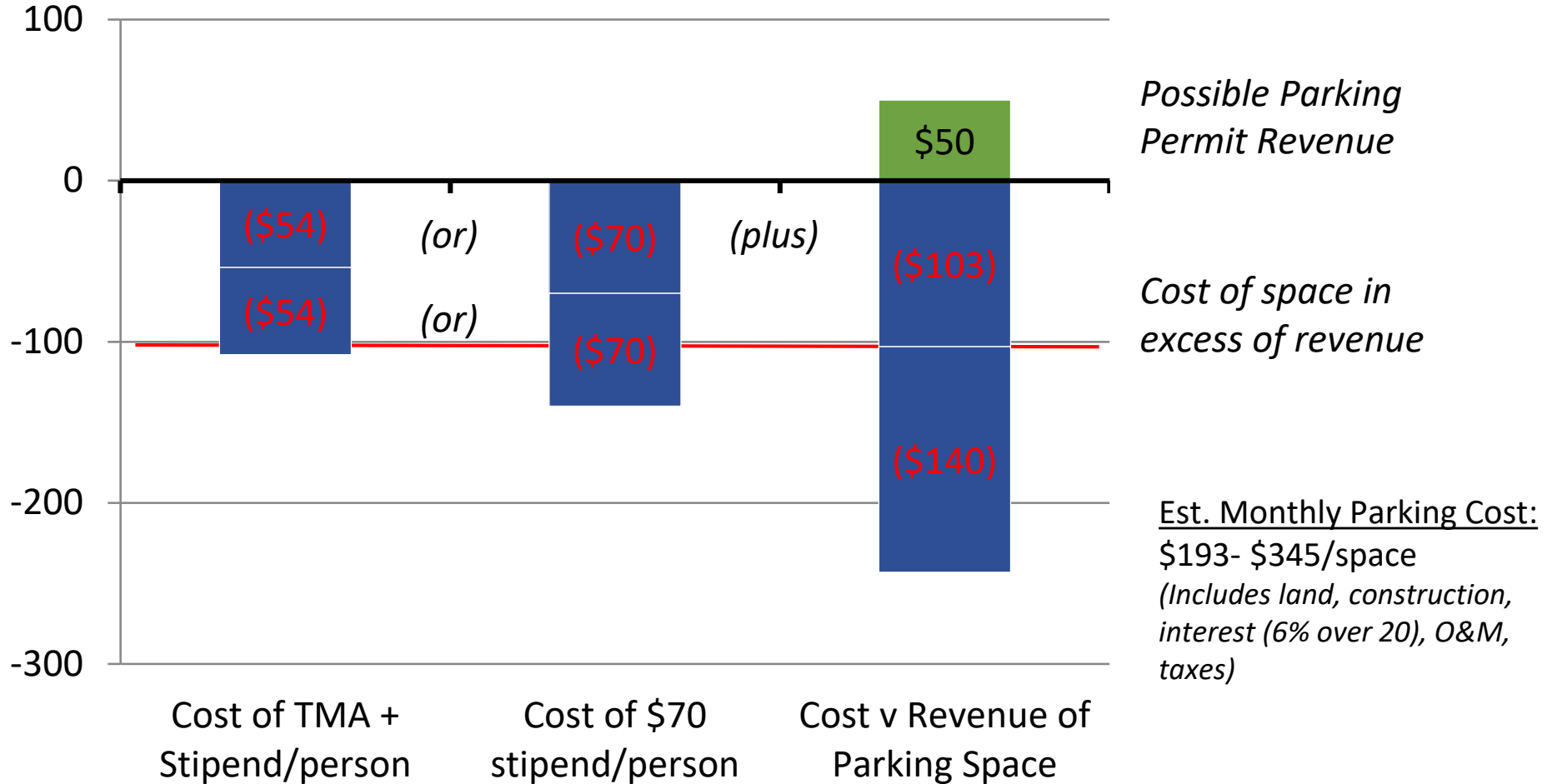
- Unbundled parking cost
- Priority parking for car/van pool, car share, bikes, scooter and motorcycles
- Annual utilization study

# Minimum Parking Requirements



## Monthly Cost Comparison – one unit w/ one space

*These unrecovered costs are all rolled into, and distributed across, the entire project in the form of higher rents.*



# Minimum Parking Requirements

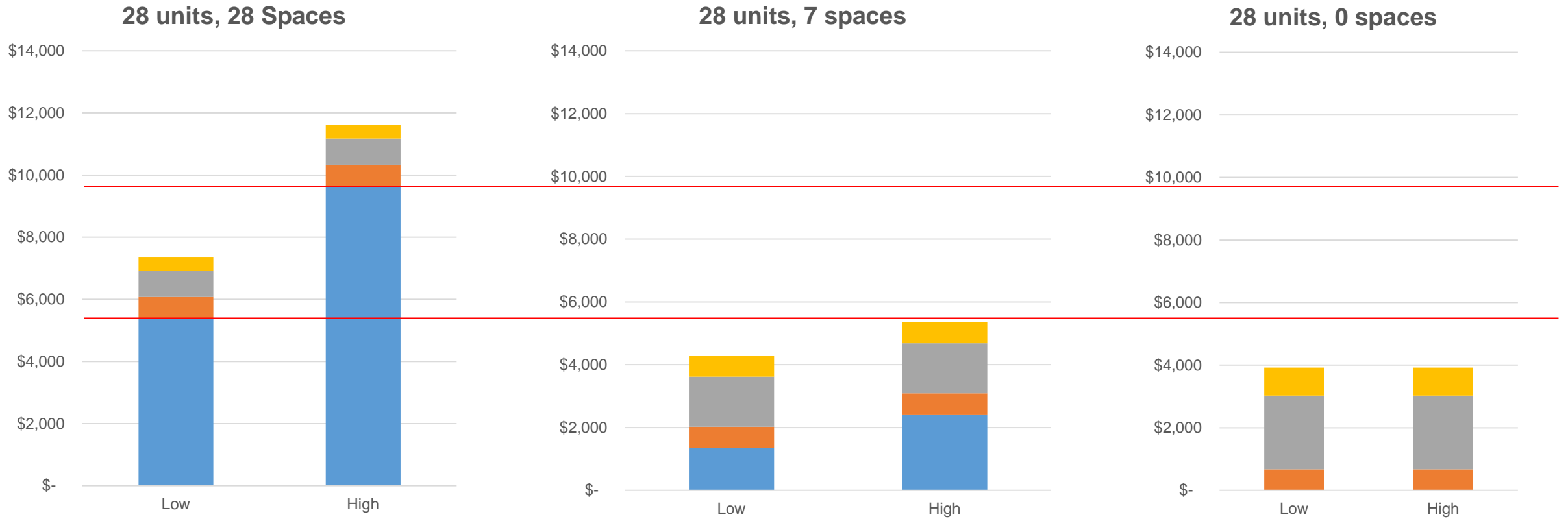


## Monthly Cost Comparison *(Cost to provider of parking/TDM benefit)*

Monthly Cost	28 units, 28 spaces	28 units, 7 spaces	28 units, 0 spaces
Parking cost low (\$193/space)	\$ 5,404	\$ 1,351	\$ 0
Parking cost high (\$345/space)	\$ 9,660	\$ 2,415	\$ 0
<i>TDM Costs in addition to parking cost:</i>			
TDM as proposed ZA-20-04	\$ 672	\$ 672	\$ 672
<i>Using CATMA Members' actual transit passholder proportions (77% local, 7% commuter, 16% LINK pass allocation)</i>			
Stipend @ \$50 w/TMA	\$ 1,512	\$ 2,268	\$ 3,024
Stipend @ \$70	\$ 1,960	\$ 2,940	\$ 3,920
	<i>Stipend @ 1 per unit</i>	<i>Stipend @ 1.5 per unit</i>	<i>Stipend @ 2 per unit</i>

# Minimum Parking Requirements

## Monthly (per unit) Cost Comparison



■ Parking Cost ■ TDM as proposed ZA-20-04 ■ Stipend @ \$50 w/TMA ■ Stipend @ \$70



# Minimum Parking Requirements



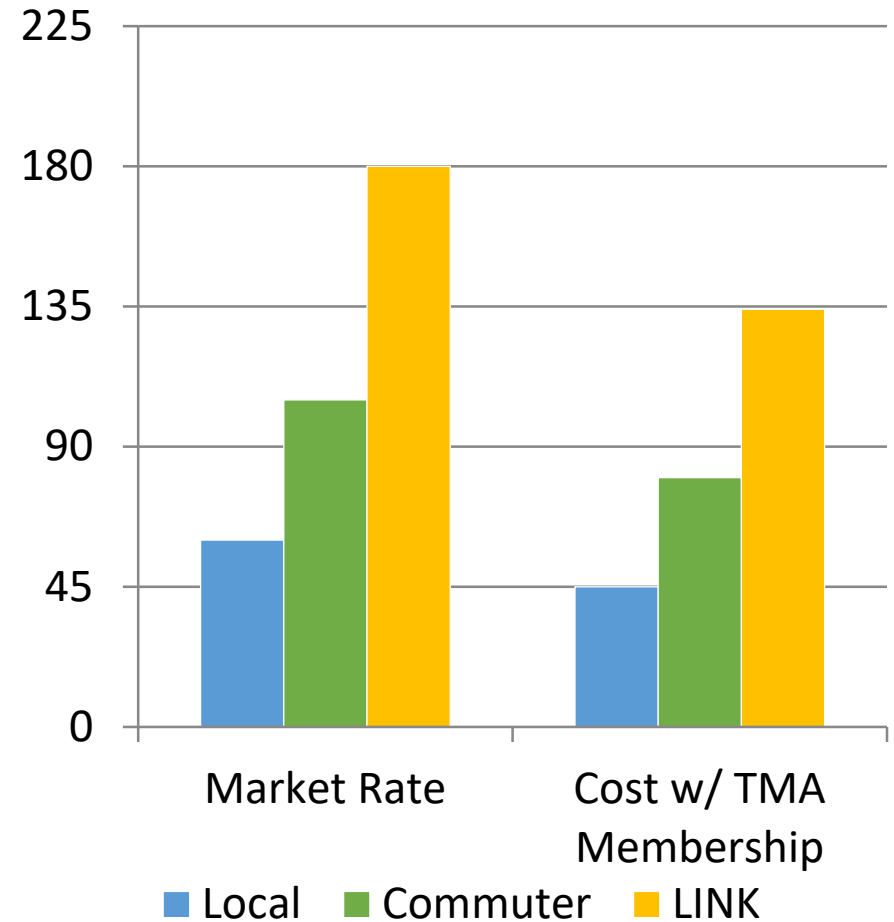
## TDM Benefits and Costs

Monthly Total Cost of Alternate Modes (Market Rate)			
	Local	Commuter	LINK
Transit Pass	\$40	\$75	\$150
Bike Share Membership	\$15	\$15	\$15
<b>Total Monthly Cost</b>	<b>\$60</b>	<b>\$105</b>	<b>\$180</b>

Monthly <u>cost</u> with TMA Membership...			
	Local	Commuter	LINK
Discounted Transit Pass (-28%)	\$28.8	\$54	\$108
Discounted Bike Share (-50%)	\$7.50	\$7.50	\$7.50
<b>Total Monthly Cost</b>	<b>\$45.3</b>	<b>\$80.5</b>	<b>\$134.5</b>

Monthly <u>value</u> of joining a TMA...			
	Local	Commuter	LINK
Transit Pass Discount (-28%)	\$11.20	\$21	\$42
Bike Share Discount (-50%)	\$7.50	\$7.50	\$7.50
Bike/Walk Rewards	\$7.50	\$7.50	\$7.50
<b>Total Monthly Value</b>	<b>\$26.20</b>	<b>\$36.00</b>	<b>\$57.00</b>

Monthly Cost of TMA Programs  
(per person)



# Minimum Parking Requirements



## Related Initiatives to be undertaken...

### Development of an “Integrated Mobility Plan”

- Establish a reasonable and meaningful goal/target(s) based on the City's adopted plans.
- Evaluate innovative and effective TDM programs from peer communities across the country
- Develop a roadmap of strategies and actions that will help us to achieve the goal/target(s) identified
- Provide a Cost, and Cost-Effectiveness, analysis to inform priorities around future City action and investments to improve mobility across the community.

### Update to the City's Impact Fees and Regulations

- Revised Impact Fee Assessment Study covering:
  - Traffic, Fire, Police, Parks, Library & Schools
- Evaluate opportunity for the creation of 2 new impact fees for:
  - Multi-modal Transportation (vehicular, bicycle and pedestrian), Transit and Parking
  - Stormwater Management