

Parking Management Strategies and Policies

Jurisdiction	Policy
Shared Parking	
Berkeley, CA	<p>The Zoning Officer may allow a Joint Use Parking Agreement to satisfy off-street parking space requirements, if all of the following findings are made:</p> <ol style="list-style-type: none"> 1) The off-street parking spaces designated for joint use are located within 800 feet of the use to be served 2) The times demanded for these parking spaces will not conflict substantially between the use offering the spaces and the use to be served; and 3) The off-street parking spaces designated for joint use are not otherwise committed to satisfying the parking requirements for some other use at similar times.
Frederick City, MD	<p>Developments may reduce the amount of required parking in accordance with the following methodology:</p> <ol style="list-style-type: none"> 1) Determine the minimum parking requirements for each land use as if it were a separate use 2) Multiply each amount by the corresponding percentages for each of the five-time periods set forth table (attachment 1) 3) Calculate the total for each time period, and 4) Select the total with the highest value as the required minimum number of parking spaces
Washington, DC	<p>Parking spaces may be shared among more than one use, including whether the uses are on the same lot or on separate lots. The spaces are only counted as fulfilling a requirement provided that they function to supply parking during the days and times a given use is in operation. Parking spaces that are shared among more than (1) use may be shared between uses in the same zone, the R or RF residential zones, and from residential zone to a non-residential zone. Parking may not be shared between a parking site within an R or RF zone and a use located in any other zone. Parking may be shared on the same lot or on separate lots.</p>

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Off-Site Parking	
Los Angeles, CA	Parking requirements may be satisfied by the purchase of parking credits. The number of available parking credits shall be established by a survey that denotes the number of underutilized public parking spaces available within the district at various times of the day.
Norfolk, VA	<p>Off-lot parking may be permitted upon grant of a special exception provided that the following prerequisites to submitting an application for the exception are satisfied:</p> <ol style="list-style-type: none"> 1) The off-lot parking shall be located within convenient pedestrian route from the principal use which it serves. An applicant may provide shuttle transit service between the off-lot parking area and the principal use it serves 2) Parking spaces shall be signed and reserved for the exclusive use of vehicles associated with the principal use that the off-lot parking area serves during all times that the principal use is operating.
Washington, DC	The off-site location shall be a maximum of 600 feet from the structure or use that the parking spaces serve, as measured from the nearest lot line. The location may be in a different zone, except that the off-site parking location for a use within any zone other than an R or RF zone may not be located within an R or RF zone. The spaces may not serve as required parking for any other use unless they are "shared" spaces in accordance with the City's shared parking regulations. A written agreement must remain intact. The Board of Zoning adjustment may rule that the applicant can exceed 600' so long as the applicant can furnish reasonable and convenient parking facilities.

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TDM	
Arlington, MA	<p>Site Plan Office Buildings can reduce their parking ratio below the base ratio for the area based on different levels of contribution to the TDM program. Attachment 2 breaks out the three levels of reduction for the various areas and the corresponding contribution per space.</p> <p>Any request for parking reduction must include a plan to reduce demand for parking. TDM provides incentives to reduce the use of single occupant vehicles, and encourages the use of public transit, bicycling, walking and ridesharing. All projects requesting a parking reduction must employ at least three TDM methods:</p> <ul style="list-style-type: none"> - Charge for parking on-site; - Pay a stipend to workers or residents without cars; - Provide preferential parking for carpooling vehicles; - Provide a guaranteed emergency ride home; - Provide transit pass subsidies; - Provide covered bicycle parking and storage; - Provide bicycle or car sharing on site; - Provide showers, for business or industrial uses; - Other means acceptable to the permit granting authority
Falls Church, VA	<p>Applicants may request a reduction in required parking subject to submission and approval of a TDM plan. The TDM plan may include a variety of measures including, but not limited to, dedicated carpool and vanpool spaces, bike share stations and/or contributions toward bike share stations, shuttle service from Metro, transit subsidies, transit information kiosk, and the like. The TDM plan should provide sufficient information to justify the level of parking reduction requested. Applicants shall provide monitoring reports at one, three and five-years following occupancy to assess the TDM plan implementation.</p>
Washington, DC	<p>Applicants requesting reductions must provide a TDM plan with various TDM strategies. The applicant's request must be heard by the Board of Zoning Adjustment.</p>

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Parking Districts	
Norfolk, VA	<p>In order to reduce reliance on the personal automobile and foster greater reliance on mass transit and pedestrian activity, off-street parking in any TOD district shall be required as follows:</p> <p>1) In the TOD-C District - the minimum motor vehicle parking required shall equal 50% of the minimum computed under the regulations</p> <p>2) In the TOD-S District - the minimum motor vehicle parking required shall equal 65% of the minimum computed under the regulations</p>
Raleigh, NC	<p>Exceptions for downtown: One space per 500 sf or the minimum number of parking spaces in the table, whichever is less. No vehicle parking is required for the first 10,000 sf for any non-residential use. No vehicle parking is required for the following uses up to 30,000 sf provided at least 25% of the ground floor of the building is devoted to restaurant or retail.</p> <p>TOD Overlay District: No vehicle parking is required for the first 10,000 sf of ground story floor area that meets the ground story height and ground story transparency requirements for a mixed use building. Surface parking associated with nonresidential uses may not exceed 100% of the requirement. Parking spaces provided in an underground or structured parking garage do not count toward the maximum number of spaces permitted.</p> <p>Urban Frontage District: one space per 500 sf for all nonresidential uses or the minimum number of parking spaces required, whichever is less. No vehicle parking is required for the first 10,000 sf of ground story gross floor area that meets the ground story height and ground story transparency requirements for a mixed use building</p>
In-Lieu Fee	
Raleigh, NC	<p>A fee may be paid in lieu of complying with the minimum parking requirements. The amount of payment for each required parking space is fixed by resolution adopted by the City Council, but in no case does the cost exceed the estimated, normal, current cost to the City of providing required parking spaces to serve the contemplated use. Funds can only be used for the purchase of land or for the construction of new parking facilities. Any parking requirement satisfied in this manner shall run with the land and any subsequent change of use that requires more parking shall require subsequent action to satisfy the additional parking requirement.</p>

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Yonkers, NY	<p>An applicant may request the City Council to accept a cash payment to the Parking Reserve Fund to satisfy the number of parking spaces required in this chapter. The City Council may at its discretion accept all or a portion of the offered fee in lieu of parking in substitution for all or a portion of the required parking spaces. Where appropriate, it may require the submission of studies and plans demonstrating that practical considerations preclude the provision of such parking spaces by the applicant.</p> <p>The amount of the fee in lieu of parking required shall be established and reviewed on an annual basis, based on the projected construction cost for municipal provision of the required parking spaces, operating costs where the parking spaces are not revenue producing and any loss in taxes resulting from municipal provision of such parking spaces. Provision may be made for periodic payment of an amount to cover operation and maintenance costs.</p> <p>By acceptance of the fee in lieu of parking, the city undertakes to provide parking of a type, location and quantity appropriate for the particular use within a reasonable period of time, taking into account the existing supply and demand for parking in the area of said use. The City may charge for the use of such spaces an amount generally consistent with the charge for other publicly provided parking in the same area.</p>
Transit Exemption	
Frederick, MD	The minimum parking requirement may be reduced by 25% for development projects that are within 1,320 feet of a public transit or bus stop.
Portland, OR	There is no minimum parking requirement for sites located 1,500 feet or less from a transit station, or 500 feet or less from a transit street with 20-minute peak hour service.
Washington, DC	A 50% reduction may be provided should the applicant be a) within 1/2 mile of a Metrorail or future metrorail with an awarded construction contract, b) within 1/4 mile of a streetcar line or line with an awarded construction contract, or c) within a 1/4 mile of a "priority corridor network Metrobus route" so long as the applicant's sure not be within a residential parking permit district.
General Maximums & Excess parking Mitigations	
Washington, DC	"The maximums for all newly constructed parking areas, and parking areas that increase the number of parking spaces or the land area by twenty-five percent (25%) or more shall be no above-grade parking area built or expanded to exceed one hundred thousand square feet"; Applicants shall provide TDM features for exceeding the parking minimum (for sites with greater than 20 spaces, exceeding the minimum by 2 times.)

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**Attachment 1
Frederick City Shared Parking**

Land Use	Weekday		Weekend		
	Daytime (9 AM – 4 PM)	Evening (6 PM – 12 AM)	Daytime (9 AM – 4 PM)	Evening (6 PM – 12 AM)	Nighttime (12 – 6 AM)
Office/ Industrial	100%	10%	10%	5%	5%
Retail	60%	90%	100%	70%	5%
Hotel	75%	100%	75%	100%	75%
Restaurant	50%	100%	100%	100%	10%
Commercial	40%	100%	80%	100%	10%

Attachment 2
Arlington Site Plan Office Parking

Location	Ratio Starting Point	Tier 1	Tier 2	Tier 3
Other areas	1:630	1:630 to 1:780	1:781 to 1:1,000	less than 1:1,001
Pentagon City	1:975	1:975 to 1:1,100	1:1,001 to 1:1,800	less than 1:1,801
C-O Rosslyn or Crystal City Rezoning	1:1,000	1:1,000 to 1:1,200	1:1,201 to 1:1,900	less than 1:1,901
Contribution per space		\$7,250	\$12,500	\$40,000