

an absolute limit on the amount of parking that can be provided, in so doing, leaving little room for mistakes in projecting parking demand. Areawide parking caps require considerable administrative and planning effort to determine the appropriate number of parking spaces for a defined area, and to accurately apportion the allotted spaces to specific development projects.

Both parking maximums and areawide parking caps encourage better utilization of existing parking facilities and force businesses to encourage their employees and customers to use alternative modes of transportation. In fact, many jurisdictions that have instituted parking maximums or areawide parking caps have done so in response to non-attainment of environmental standards, particularly, air quality standards. For either parking maximums or areawide parking caps to be successful, it is imperative to have accessible and frequent public transportation, and the jurisdiction must have a strong real estate market, where the locational advantages considerably outweigh the perceived drawback of a lack of parking.

Shared Parking

Shared parking can be defined as parking utilized jointly among different buildings and facilities in an area to take advantage of different peak parking characteristics that vary by time of day, day of week, and/or season of year. For example, many businesses or government offices experience their peak business during normal daytime business hours on weekdays, while restaurants and bars peak in the evening hours and on weekends. This presents an opportunity for shared parking arrangements. Historically, local zoning ordinances have not permitted shared parking—stating that if two or more uses are located on the same lot or in the same structure, the total number of parking spaces required equals the sum of spaces required for each individual use. Since most parking spaces are only used part time, this policy leads to the underutilization of many parking facilities, with a significant portion of spaces unused. On the other hand, by allowing for and encouraging shared parking, local jurisdictions can decrease the total number of spaces required relative to the total number of spaces needed for each land use separately. As a result, allowing for shared parking arrangements significantly reduces the amount of land devoted to parking and, in so doing, creates more opportunities for creative site planning and landscaping.

Some local jurisdictions do incorporate language in local ordinances to permit and even encourage shared parking. These jurisdictions allow shared parking to meet minimum parking requirements for uses located within the same lot or building and also permit off-site shared parking arrangements to meet on-site parking requirements for complementary uses within a defined area. One way in which local ordinances help enable shared parking is to allow for off-street parking facilities to be located off-site of the lot on which the structure or use being served is located. Such ordinances usually specify a maximum distance from the structure or use within which the off-site parking facility must be located. These location requirements are typically based on acceptable walking distances. For example, the San Diego (CA) Municipal Code states that shared parking facilities must be located within 600 feet of the uses served. The Eugene (OR) Municipal Code allows for a longer distance stating that required off-street parking facilities must be within 1320 feet of the development site that the parking is required to serve. In addition to revisions to local zoning codes to enable shared parking, shared parking arrangements can be implemented through shared parking agreements between individual developers or the construction of public parking facilities.

There are several barriers to implementing shared parking arrangements. In particular, there is a considerable amount of planning needed to determine the appropriate number of parking spaces under shared parking arrangements. Some local jurisdictions calculate this number through the following method: 1) determine the minimum amount of parking required for each land use as though it were a separate use, by time period; 2) calculate the total parking required across uses for each time period; and 3) set the requirement at the maximum total across time periods. Other jurisdictions allow for the parties involved to determine the appropriate number of spaces. In these cases, the applicants must submit an analysis that shows that peak parking times occur at different times and that the parking area will be large enough to accommodate the anticipated demand. Since changes in ownership, operations, or use, might alter parking demand in the future, many ordinances that allow for shared parking require contingency plans to accommodate additional parking that may be necessary in the future.

“Sharing parking facilities allow two or more uses with different peak parking demands to more efficiently utilize one parking supply.”

Joint Parking Approval Criteria are Met (14-343)

Approval Criteria	Findings
“...two (2) or more ... or uses...”	The proposal is for Residential & Commercial (“two (2) or uses”, therefore this criterion is met.
“...apply to residential uses in B-1b...”	The proposal is for “residential uses in B-1b...”, therefore this criterion is met.
“...joint use...with another principal use in B-1b...”	The proposal is for joint use with Commercial (“another principal use in B-1b...”), therefore this criterion is met.
“... meet(s) the intent of the requirements by reason of variation in the probable time of maximum use ...”	Peak demand hours and use are offset (“variation in the probable time of maximum use ...”, therefore this criterion is met.

Variation in the Probable Time of Maximum Use (Offset Peak Demand)

Nighttime Residential Peak Parking (10pm – 5am)	12 stalls provided for residents
Daytime Residential Reserve Parking (10am – 7pm) (During daytime, residential parking demand is greatly reduced. Institute of Transportation Engineers (ITE) suggests residential demand during this off-peak period can be reduced to a 33% residential reserve factor to ensure parking for some residents that may come and go or work at home during the day. This coincides with (offsets) commercial peak demand).	4 stalls reserved for residents
Daytime Parking Available (10am – 7pm)	8 stalls available
Daytime Commercial Peak Parking (10am – 7pm)	7 stalls requested for patrons
Daytime Surplus (10am – 7pm)	1 stall surplus for residents or patrons