ULI Rose Center presents

Parking Reform

how parking innovations can encourage transit- and pedestrian-friendly infill development

Alison Johnson
Program Manager
202-624-7015; alison.johnson@uli.org
• Welcome
• ULI Rose Center
  – Who we are/what we do
• Webinar instructions
• Webinar
Mission:

“. . . to encourage and support excellence in land use decision making. By providing public officials with access to information, best practices, peer networks and other resources, the Rose Center seeks to foster creative, efficient, practical, and sustainable land use policies.”
How this webinar works:

• Webinar audio information:
  • Dial-in #: 866.404.3683
  • Conference code: 1496305939

• All callers are muted during the presentation
  • To prevent any audio disruption, please mute your individual line by pressing *6. You can un-mute your line by pressing #6.

• To ask a question-
  • During the presentation, type your question into the Question or Chat box, the moderator will review and present your questions to the panelists.
  • There will be time for questions at the end of the presentation.
Mark Gander
Director, Mobility and Development, AECOM
Board Member, Green Parking Council
New York, NY

Thomas “Tom” Pace
Principal Planner
City of Sacramento
Sacramento, CA

Alison Johnson
Program Manager
202-624-7015; alison.johnson@uli.org
Innovative Parking Solutions: to encourage TOD and pedestrian-friendly infill development

Mark Gander • January 24, 2013
To create, enhance and sustain the world’s built, natural and social environments
What Do We Mean by TOD?

1. Development around transit that is dense and compact, at least relative to its surroundings.

2. A rich mix of land uses—housing, work, and other destinations, creating a lively place and balancing peak transit flows.

3. A great public realm—sidewalks, plazas, bike paths, a street grid that fits, and buildings that address the street at ground level.

4. A new deal on parking—less of it; shared wherever possible; and designed properly.
Why Parking Is Important

- Parking supply and management is the difference between smart growth and sprawl:
  - Parking consumes land
  - Parking is expensive and impact affordable housing
  - VMT and emissions impacts
  - We need balance to manage parking in-line with broader goals
Garages for Park-and-Ride and TOD

- Beverly, MA: 690-car shared-use garage, set back to create a street-front joint development parcel; garage structure also supports future air rights development.

- Harrison, NY: joint development RFP; developer will build 625-car shared use garage “wrapped” by retail and housing, bringing village center to the station.

- Summit, NJ: renovation of existing deck and design of new 600-car garage. Contextual town center design, with retail at street level.

- Rutherford, NJ: new 550-car station garage jointly developed with bank, office building, housing, retail. AECOM design services to NJ Transit and developer.
Parking Strategies

- Strategies to manage parking:
  - Pricing
  - Unbundling
  - Car-Sharing
  - Other demand management (e.g. EcoPasses)

- Strategies to offset parking impacts:
  - Shared parking
  - Structured parking
  - Stacked parking/parking lifts
  - Design requirements (e.g. wrap parking in active uses)
Transit Oriented Development

The Challenge

2.2M PEOPLE
2006

3.2M PEOPLE
2035
Transit Oriented Development

- Housing options
- Transportation choices
- Mixing land uses
- Compact development
- Conserving natural resources
- Utilizing existing assets
- Quality design
Sacramento Examples

Stadium TOD Apartments

K Street Pyramid Apts.
Folsom Boulevard and 65th Street
Folsom Boulevard and 65th Street
Folsom Boulevard and 65th Street
Folsom Boulevard and 65th Street
Folsom Boulevard and 65th Street
Folsom Boulevard and 65th Street
Sacramento Examples – The Globe Mills
sustainable mobility and parking
Transformation of the Auto

HOT, HANDSOME...A HONEY TO HANDLE

58 FORD
proved and approved around the world
Transformation of the Auto
Transformation of the Auto
2011 USGBC Ruling

“Parking garages may not pursue LEED certification. More specifically, buildings that dedicate more than 75% of floor area (including areas not covered, enclosed, or conditioned) to the parking and circulation of motor vehicles are ineligible for LEED.”
Green Parking Council (GPC)

- Non-profit organization offering:
  - Certification and Credentialing Programs
    - Green Garage Demonstrator Sites
    - Individual education & professional credentials
  - Parking industry standards
  - Professional leadership, education and training
- GPC works at the intersection of parking, green building, clean technology, renewable energy, smart grid infrastructure, urban planning and sustainable mobility.

www.greenparkingcouncil.org
Next Gen Parking
Part of The Solution
### Elements of the Green Garage Certification Program

<table>
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<tr>
<th>Management</th>
<th>Programs</th>
<th>Technologies</th>
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<tbody>
<tr>
<td>Credentialed Management</td>
<td>Placemaking</td>
<td>Energy Efficient Lighting</td>
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<td>Construction Waste Management</td>
<td>Rideshare Program</td>
<td>Lighting Controls</td>
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<td>Building Systems Commissioning</td>
<td>Alternative Fuel Vehicles</td>
<td>Mechanical Systems and Controls</td>
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<td>Cleaning Products</td>
<td>Carshare Program</td>
<td>Energy Efficient CO2 Ventilation</td>
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<tr>
<td>Regional Materials</td>
<td>Traffic Flow Plan</td>
<td>LEED or Green Globe Certification</td>
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<tr>
<td>Regional Labor</td>
<td>Bicycle Parking</td>
<td>Sustainable Power Generation</td>
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<td>Organization Recycling Program</td>
<td>Bicycle Sharing Program</td>
<td>Clean Energy EVSE Stations</td>
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<td>Materials Reuse</td>
<td>Alternative Fuel Shuttles</td>
<td>Environmentally-responsible HVAC Systems</td>
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<tr>
<td>Recycled Materials</td>
<td>Wayfinding Systems</td>
<td>Parking Guidance Systems</td>
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<tr>
<td>Marketing Program</td>
<td>Facility Wide Recycling for Patrons</td>
<td>EV Charging Stations</td>
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<tr>
<td>Sustainable Purchasing Program</td>
<td>Access Mass Transit</td>
<td>Net Zero Energy Building</td>
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<td>Life Cycle Assessment</td>
<td>Motorcycle and Scooter Parking</td>
<td>Indoor Air Monitoring</td>
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<td>Transportation Management Association</td>
<td>Small Vehicle Rate Program</td>
<td>Fire Suppression</td>
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<tr>
<td>Parking Pricing</td>
<td>Small Vehicle Parking Spaces</td>
<td>Roofing Systems</td>
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<tr>
<td>Shared Parking</td>
<td></td>
<td>Indoor Water Efficiency</td>
</tr>
</tbody>
</table>

- Rainwater Harvesting
- Water Efficient Landscaping
- Greywater Reuse
- No or Low VOC Coatings
- Tire Inflation Station
- Automated Payment System

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**sustainable mobility and parking** 29
Smart Mobility

Movement of people and goods

Not just about cars

Sustainable transport
- Reducing Mi. driven
- Traffic congestion
- Safety
- Social wellbeing

Integrated transport
- Two-wheelers
- Buses
- Delivery vehicles
- Taxis
  - Fleets
- Intermodal transport
- Journey planning
- Integrated ticketing
- Shared back offices

Intelligent Transport Systems
- Navigation
- Route planning
- e-Payment
- Eco driving

Connected vehicles
- Dynamic insurance
- Road pricing
- Location-based advertising
- Car pooling

New business models
- Entertainment
- Productivity
- Functionality

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  - Functionality
Parking Mobility Services
Parking as a Strategic Enabler
Parking Garage as sustainable Service Center

- Mobile customer sales
- Trains & tubes
- Taxis
- Buses
- Pedestrians
- Pedelecs / bikes
- Motorcycles
- EV charging

Sustainable mobility and parking
Parking Optimization

- Smart mobility services – integrated with E-ZPass, FasTrak, SunPass, SmartTag
- Right-sizing parking
- Regulatory reform
- Storm Water Management
- Green infrastructure
- Climate resiliency & micro-grids
- Redevelopment
- TOD
Thank you!

Mark Gander, AICP
AECOM
605 Third Avenue
New York, New York  10158
mark.gander@aecom.com
212/973-3183
SACRAMENTO'S ZONING CODE PARKING UPDATE
ULI Rose Center Parking Webinar
January, 2013
2030 General Plan

Adopted in March 2009

Priority Implementation:
- Update the Zoning Code to better facilitate urban infill development.
Key Findings

- More off-street parking will not relieve on-street parking congestion
- Current parking requirements for storefront commercial uses:
  - Onerous for infill projects
  - Overly specific
- Parking entitlement process creates uncertainty, and is costly in time and resources
Key Recommendations

- Adjust requirements to be context-sensitive
  - CBD
  - Urban
  - Traditional
  - Suburban
# Sample Recommendations

<table>
<thead>
<tr>
<th>Office Ratio per 1,000 square feet</th>
<th>Retail Ratio per 1,000 square feet</th>
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<tbody>
<tr>
<td>CBD</td>
<td>CBD</td>
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<tr>
<td>Urban</td>
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<tr>
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<tr>
<td>Suburban</td>
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<th>CBD</th>
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<tbody>
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<td>0.5</td>
</tr>
<tr>
<td>Traditional</td>
<td>2</td>
<td>Traditional</td>
<td>2</td>
</tr>
<tr>
<td>Suburban</td>
<td>2.5</td>
<td>Suburban</td>
<td>2.5</td>
</tr>
</tbody>
</table>
Key Recommendations

- Exempt nonresidential uses from minimum parking requirements:
  - On small lots no more than 6,400 square feet
  - Within vertical mixed-use developments
- Permit shared parking
Key Recommendations

- Simplify parking requirements across categories

- No minimum requirement for residential or mixed use reuse of listed historic structures
Key Recommendations

- Allow alternatives to on-site parking that reduce or manage parking demand
Key Recommendations

- Bicycle parking facilities tailored to specific land uses
- Allow greater flexibility in parking dimensions
Process: Research

- Central City Parking Master Plan
- Triennial parking counts
- Best management practices
- ITE parking generation
- Consultant expertise
Process: Outreach

- Business associations
- Neighborhood groups
- Development Community
- Focus groups
- Individual interviews
Parking Management

- Improve utilization of our existing, underutilized, off-street parking supply
- Protect neighborhoods through expanding the Residential Parking Permit Program
Lessons learned:

- Going far enough or too far?
  - Minimums retained in most of city
  - Dramatic reductions (75% or more)

- Compromises:
  - Maximums for office and industrial
  - In-lieu fees
  - Community concerns about loss of leverage
Contact Information

Tom Pace, Principal Planner

tpace@cityofsacramento.org
(916) 808-6848

www.sacgp.org/ZoningCodeParkingUpdate.html
Questions?

Alison Johnson
Program Manager
202-624-7015; alison.johnson@uli.org