ULI Rose Center *presents*

Parking Reform

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

Urban Land Institute
Daniel Rose Center for Public Leadership in Land Use

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

- **Welcome**
- ULI Rose Center
  - Who we are/what we do
- Webinar instructions
- Webinar

Urban Land
Institute

Daniel Rose Center for Public Leadership in Land Use

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ULI Rose Center

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."

Daniel Rose
Chairman, Rose Associates;
ULI Foundation Governor

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.

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

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

Innovative Parking Solutions:
to encourage TOD and pedestrian-friendly
**infill development**

Mark Gander • January 24, 2013

AECOM

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.

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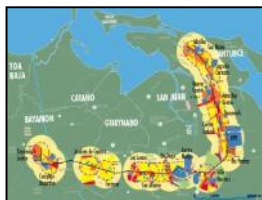
Why Parking Is Important

- 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

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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.

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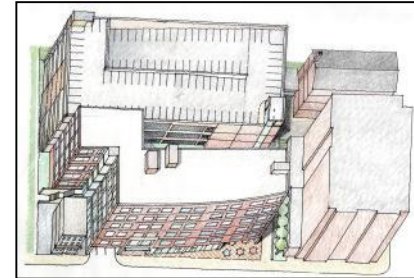
Parking Strategies

- 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)

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Transit Oriented Development

The Challenge

3.2M PEOPLE

2.2M PEOPLE

2006

2035

Transit Oriented Development

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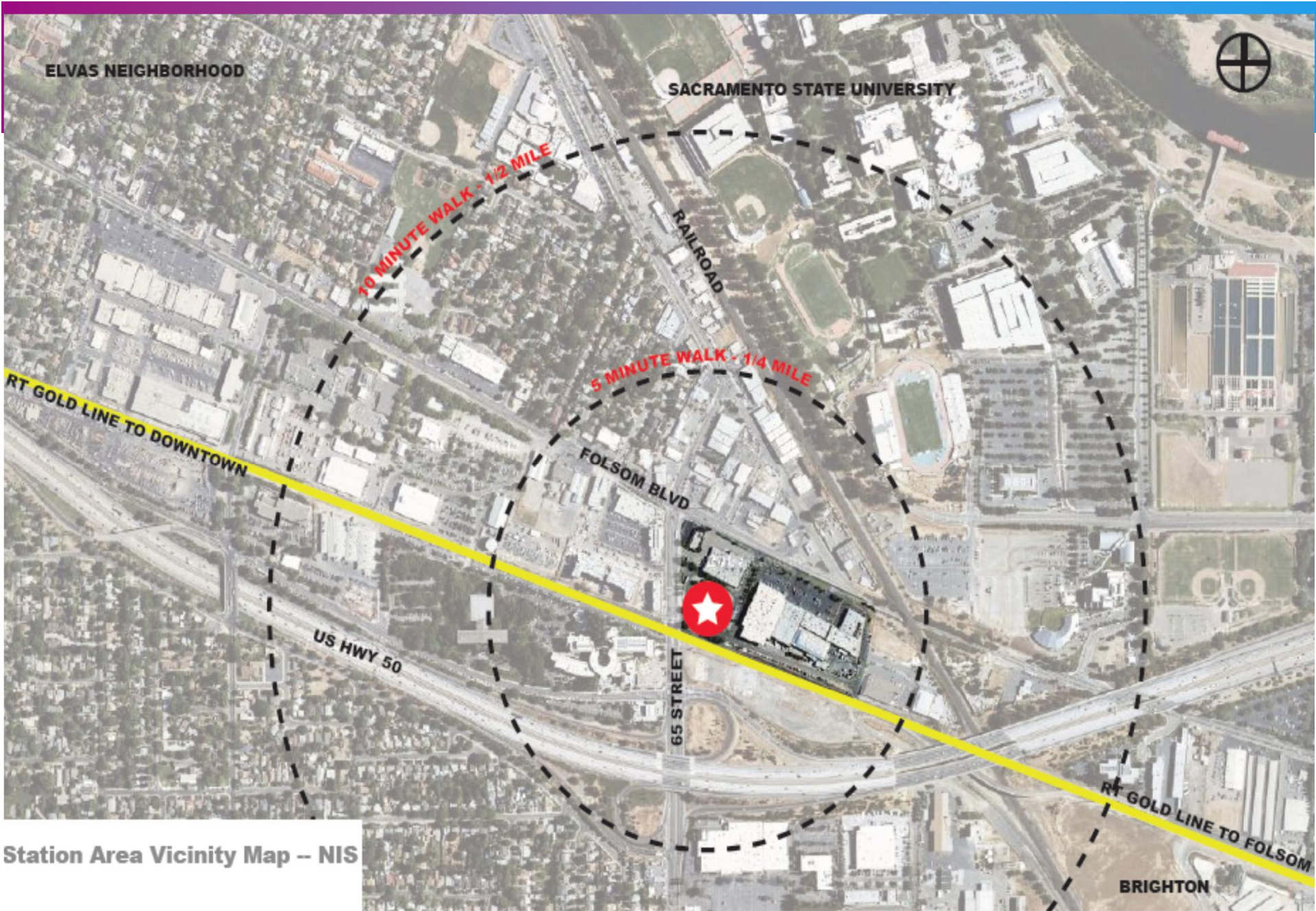- Quality design

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Sacramento Examples

Stadium TOD Apartments

K Street Pyramid Apts.

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ELVAS NEIGHBORHOOD

SACRAMENTO STATE UNIVERSITY

10 MINUTE WALK - 1/2 MILE

RAILROAD

5 MINUTE WALK - 1/4 MILE

RT GOLD LINE TO DOWNTOWN

FOLSOM BLVD

US HWY 50

65 STREET

RT GOLD LINE TO FOLSOM

Station Area Vicinity Map -- NIS

BRIGHTON

AECOM

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
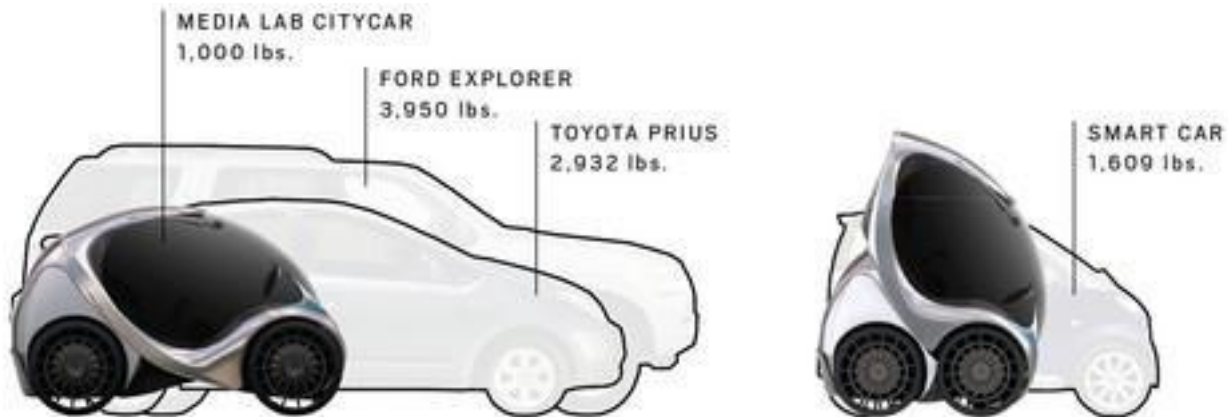
Sacramento Examples – The Globe Mills
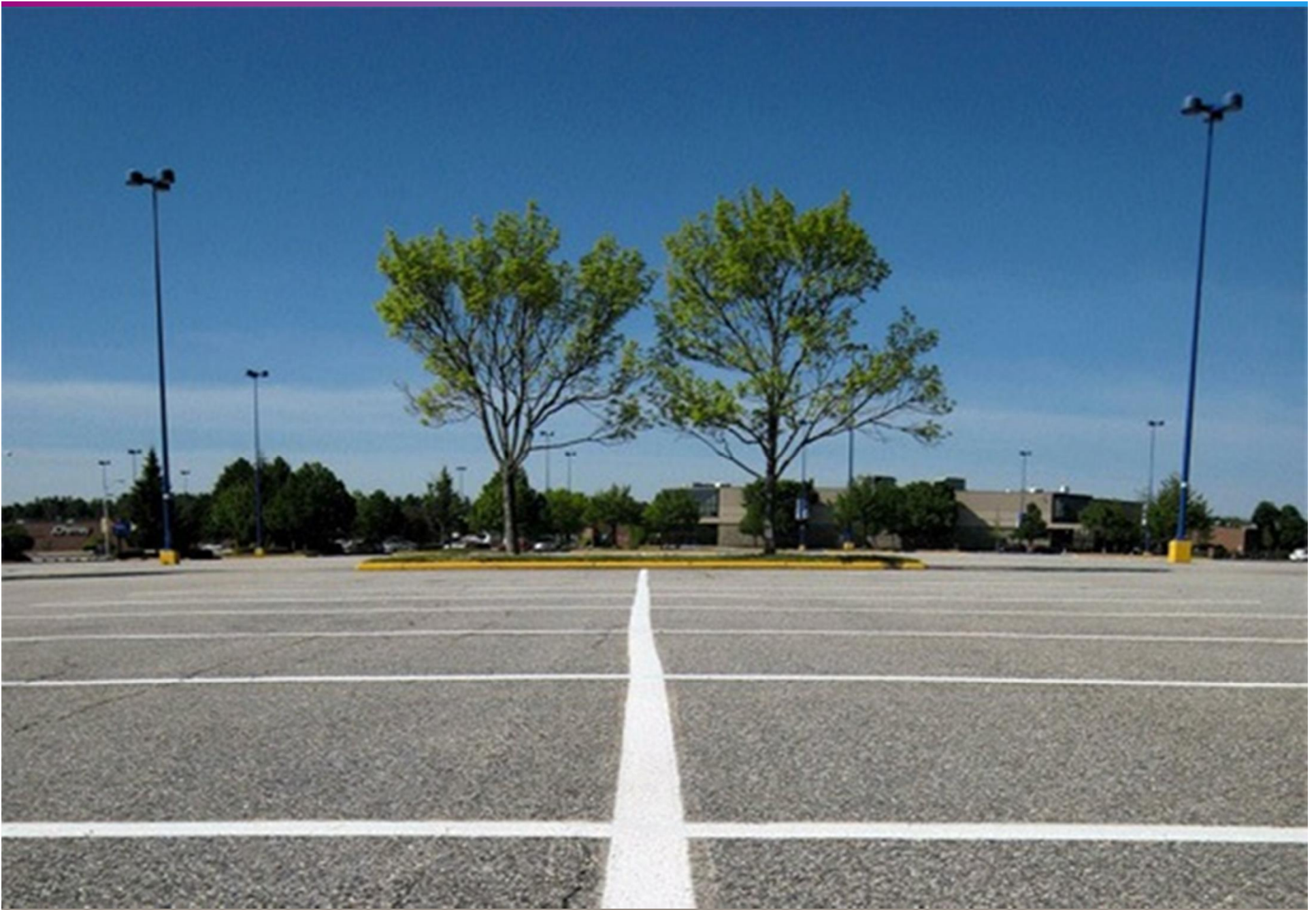
Transformation of the Auto

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Transformation of the Auto
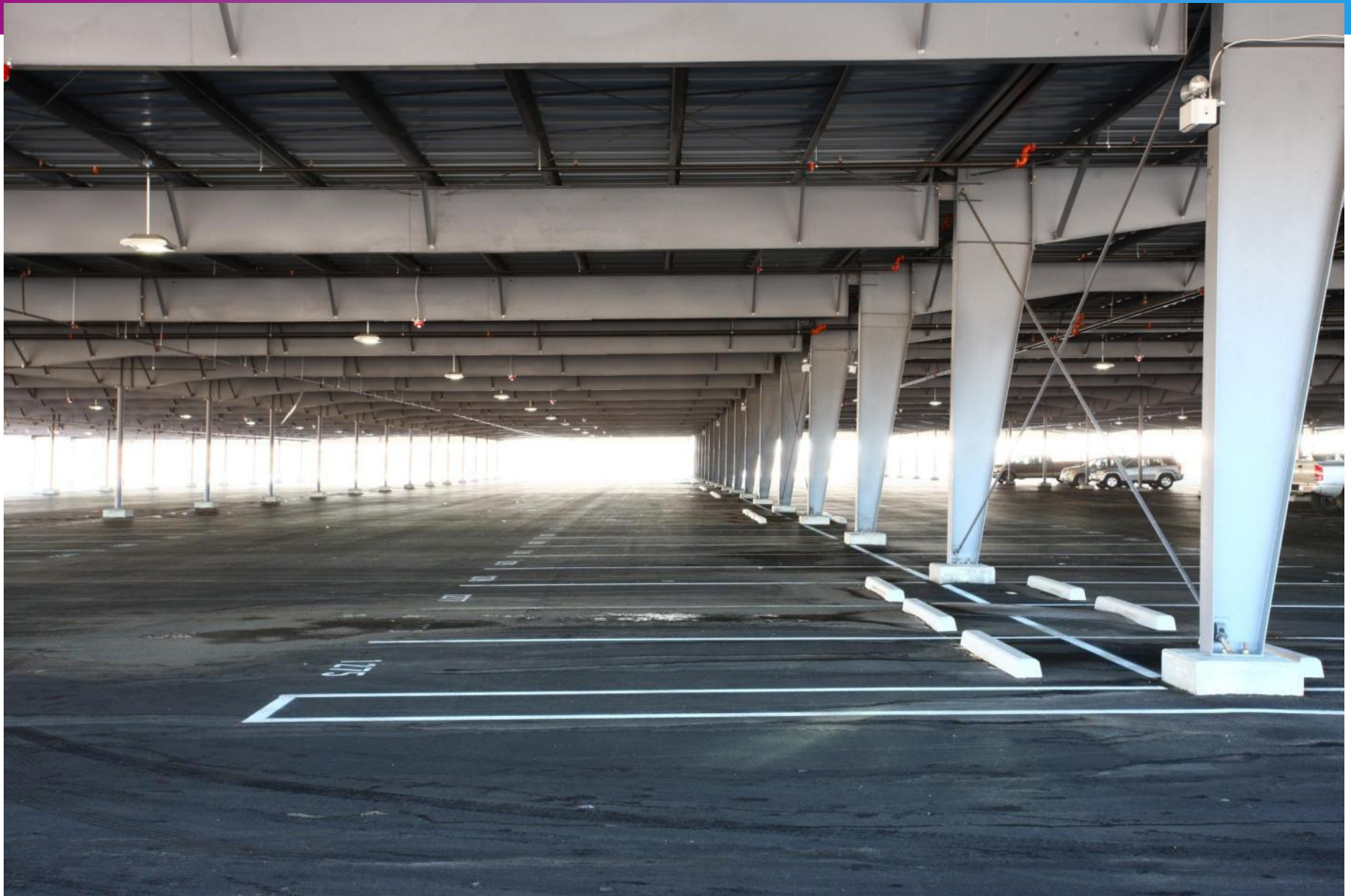

MEDIA LAB CITYCAR
1,000 lbs.

FORD EXPLORER
3,950 lbs.

TOYOTA PRIUS
2,932 lbs.

SMART CAR
1,609 lbs.

AECOM

Transformation of the Auto

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USGBC and LEED®

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."

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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.
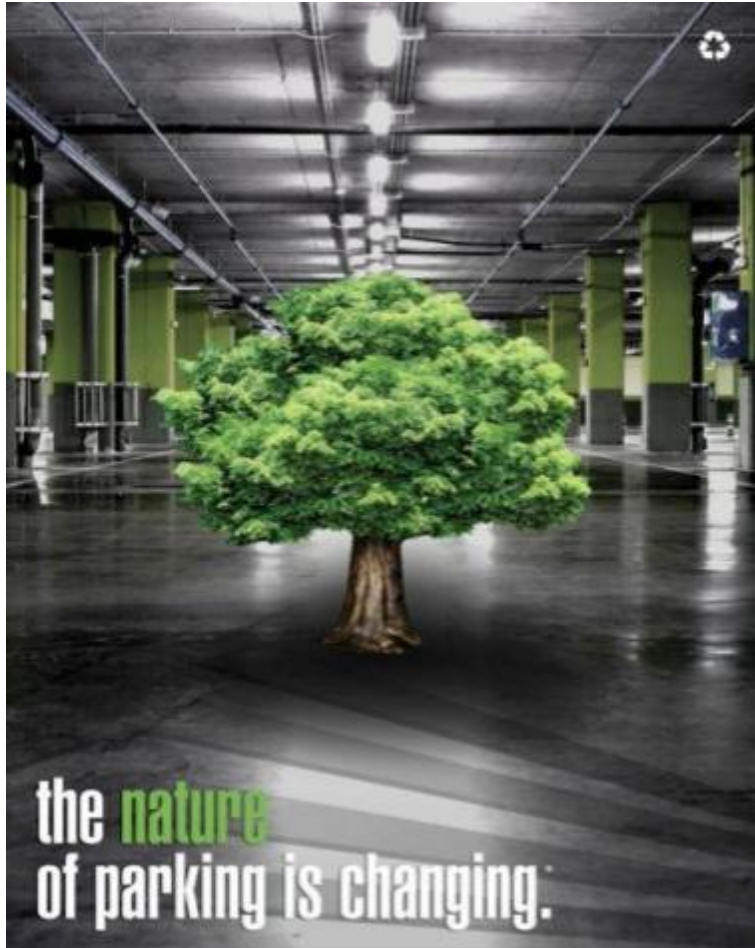
www.greenparkingcouncil.org

GREEN PARKING COUNCIL

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Green Parking Council (GPC) Partners

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Next Gen Parking
Part of The Solution

Green Garage Certification

Elements of the Green Garage Certification Program

GREEN PARKING COUNCIL

Management	Programs	Technologies
Credentialed Management	Placemaking	Energy Efficient Lighting
Construction Waste Management	Rideshare Program	Lighting Controls
Building Systems Commissioning	Alternative Fuel Vehicles	Mechanical Systems and Controls
Cleaning Products	Carshare Program	Energy Efficient CO2 Ventilation
Regional Materials	Traffic Flow Plan	LEED or Green Globe Certification
Regional Labor	Bicycle Parking	Sustainable Power Generation
Organization Recycling Program	Bicycle Sharing Program	Clean Energy EVSE Stations
Materials Reuse	Alternative Fuel Shuttles	Environmentally-responsible HVAC Systems
Recycled Materials	Wayfinding Systems	Parking Guidance Systems
Marketing Program	Facility Wide Recycling for Patrons	EV Charging Stations
Sustainable Purchasing Program	Access Mass Transit	Net Zero Energy Building
Life Cycle Assessment	Motorcycle and Scooter Parking	Indoor Air Monitoring
Transportation Management Association	Small Vehicle Rate Program	Fire Suppression
Parking Pricing	Small Vehicle Parking Spaces	Roofing Systems
Shared Parking		Indoor Water Efficiency
		Rainwater Harvesting
		Water Efficient Landscaping
		Greywater Reuse
		No or Low VOC Coatings
		Tire Inflation Station
		Automated Payment System

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Smart Mobility

Movement of people and goods

Not just about cars

- Two-wheelers
- Buses
- Delivery vehicles
- Taxis
  - Fleets

Integrated transport

- Intermodal transport
- Journey planning
- Integrated ticketing
- Shared back offices

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

Sustainable transport

- Navigation
- Route planning
- e-Payment
- Eco driving

Intelligent Transport Systems

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

New business models

Connected vehicles

- Entertainment
- Productivity
- Functionality

Parking Mobility Services

Parking as a Strategic Enabler
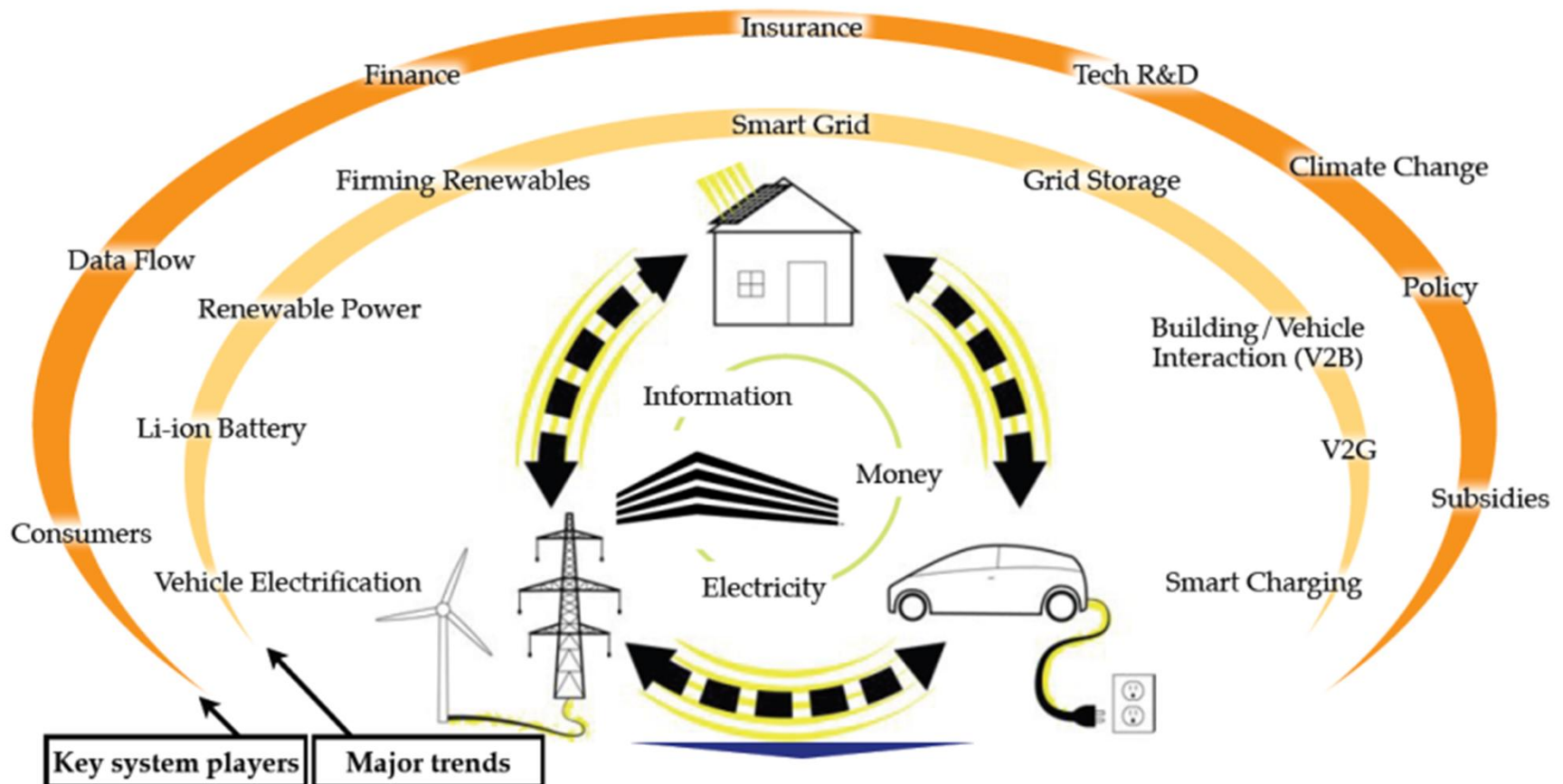
ParkNow

DriveNow

Mobile customer sales

EV charging

**Parking Garage
as sustainable
Service Center**

**&
Mobility Hub**
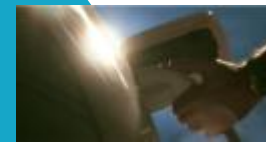
Trains & tubes

Motorcycles

Taxis

Pedelecs / bikes

Buses

Pedestrians

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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
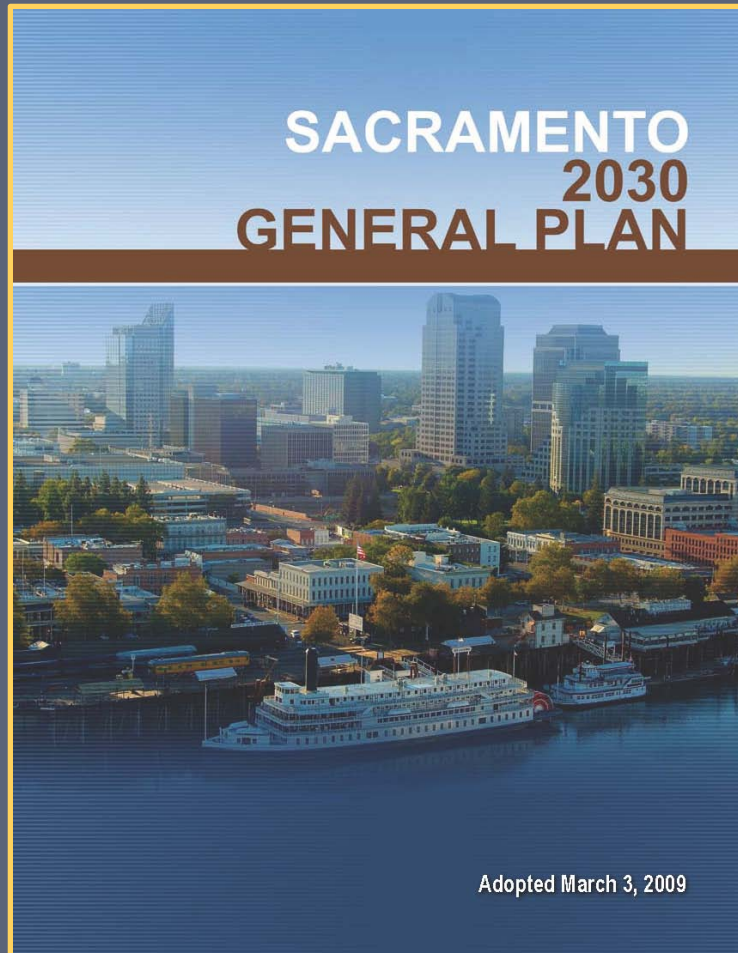- Redevelopment
- TOD

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

SACRAMENTO
2030
GENERAL PLAN

Adopted March 3, 2009

Adopted in March 2009

Priority Implementation:

❖ Update the Zoning Code to better facilitate urban infill development.
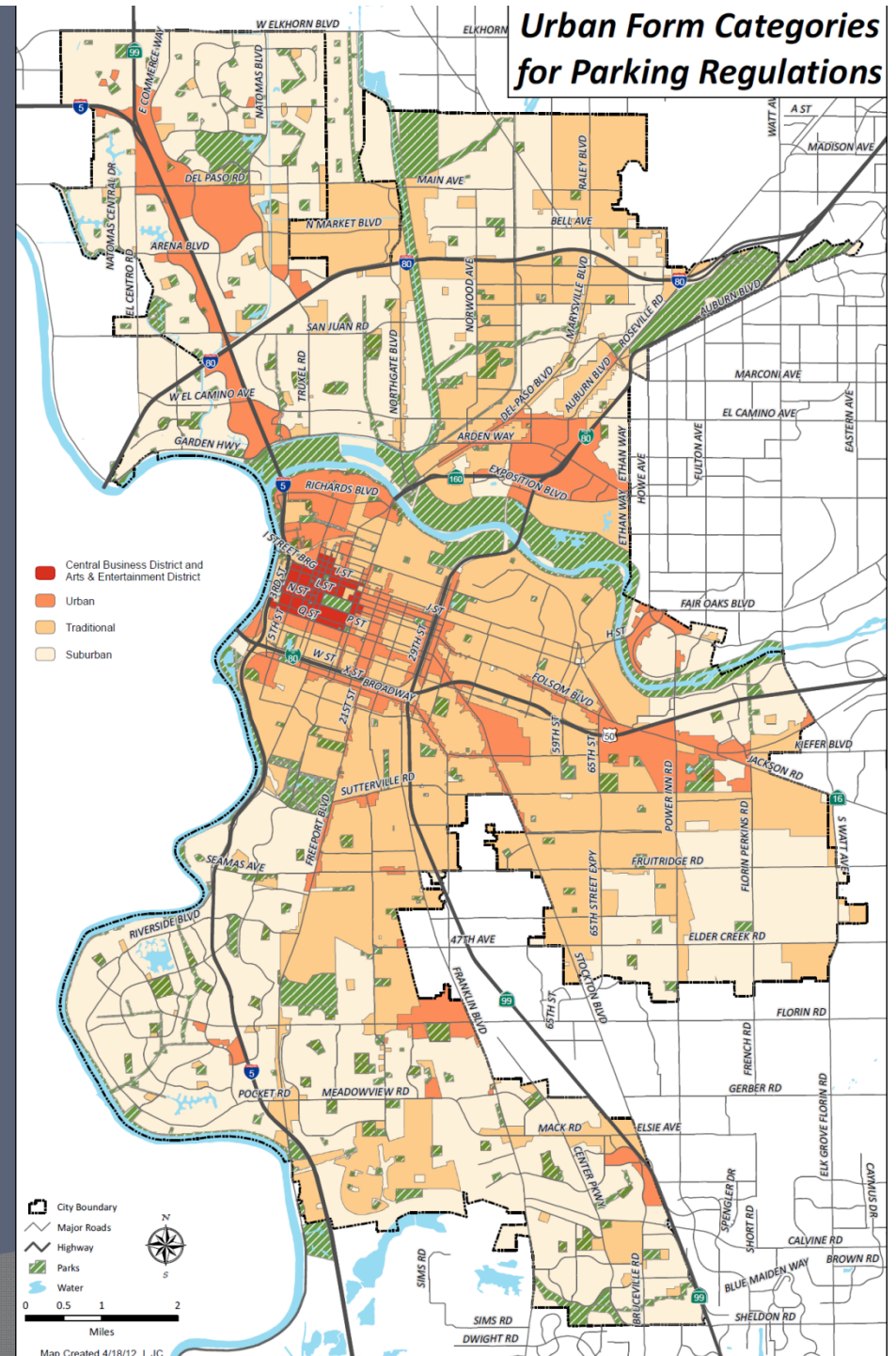
Key Findings

- **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

Urban Form Categories for Parking Regulations

Central Business District and Arts & Entertainment District
Urban
Traditional
Suburban

City Boundary
Major Roads
Highway
Parks
Water

Map Created 4/18/12 | JC

Sample Recommendations

Office Ratio per 1,000 square feet		Retail Ratio per 1,000 square feet	
CBD	0	CBD	0
Urban	0.5	Urban	0.5
Traditional	2	Traditional	2
Suburban	2.5	Suburban	2.5

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

Office?   Cafe?   Gallery?   Bookstore?

- 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

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