BEST PRACTICES IN PARKING MANAGEMENT

Ideas to stimulate program development in the City of Tampa

PREPARED FOR: 

PREPARED BY:

Hillsborough County City-County Planning Commission

MAY 2016
Parking problems are one of the most common issues businesses and local officials face in the urban core of Tampa. Inadequate parking can constrain economic development in Downtown Tampa, along major corridors, and in urban core neighborhoods where the City is targeting redevelopment. Competition amongst commuters, shoppers, employees, residents and visitors for a limited amount of parking is becoming an issue that can't be ignored. Colliers International has identified the shortage of parking in the Tampa Central Business District to be an issue as a number of office tenants are choosing to relocate to the suburbs where parking is abundant (Research & Forecast Report, Tampa Bay, 3rd Quarter 2015). Parking issues in SoHo, Palma Ceia, and Ybor City have plagued the city for the past two decades and continue to worsen as these areas become more desirable for residents, businesses, and shoppers. Neighborhoods such as Seminole Heights, Tampa Heights, and West Tampa are on the cusp of a reemergence, and with proper planning can avoid the parking woes experienced in other areas of the City.

Purpose

The Tampa Downtown Partnership has asked the Planning Commission to complete a review of best practices in parking management and evaluate parking solutions and new technologies that would provide for more efficient use of existing parking in order to accommodate more employees, residents, and visitors. With this report, City officials and stakeholder organizations will be aware of the great variety of innovative parking solutions and new technologies as they manage and plan for parking that best serves the Tampa as it continues to grow and redevelop. Essentially, Tampa can learn from other cities and use their strategies to improve the ease and efficiency of parking.

This report is a compilation of strategies used by a wide variety of cities as a way to develop and manage on-street and off-street parking resources. This is meant to be a cursory review and the best practices presented here should be examined in greater detail and study if City officials and stakeholder organizations determine they have potential for local implementation. Included are strategies and recommendations that are categorized as short-range, mid-range, and long-range and defined as infrastructure solutions, policy solutions, or technology solutions.

This best practices review has identified 40 strategies from dozens of cities. It's important to note that no city uses all of these strategies, however most use a variety of them to complement one another. How each strategy is implemented differs city by city, and it is important to understand each strategy in context. Cities vary by size, density, land use patterns, and available transportation options, all of which must be considered. Additionally, each city has its own policy goals largely influenced by existing regulations, residents, as well as past and current administrations. Thus, there is no one-size fits all approach to managing on-street and off-street parking resources.
Methodology

The compilation of best practices in this report was gathered through extensive internet research, literature review from urban planning and parking industry journals and magazines, land development/zoning codes, and workshops regarding parking solutions. Best practices researched for this report were selected using several criteria. Some were chosen based on their innovative approach to managing parking, while others were selected due to their ease and practical applicability. This report includes a mix of small and large cities. Although some of the cities are significantly larger or smaller than Tampa, their approach to managing parking is informative and could potentially be translated locally.

Recommendations

Tampa has adopted mixed-use and transit oriented development strategies in its long-range plan, among other sustainability initiatives. Given these development strategies, many of Tampa’s parking regulations and strategies, which have been in place for decades, are in need of review. Moving forward, the City will need to identify opportunities where current policies and strategies could be adjusted, or new ones could be introduced to make parking in Downtown and its neighborhoods better.

Two major factors that will hinder redevelopment in downtown, urban core neighborhoods, and along older corridors include 1) the lack of available public and private parking and 2) the lack of a robust transit system.

Cities that have an adequate parking supply in downtown and urban neighborhoods typically have developed specific strategic plans to address parking that are aligned with larger economic development, land use, and transportation planning initiatives. Parking should be treated like infrastructure or a utility and managed collectively. Planning Commission staff recommends a comprehensive parking study for Downtown Tampa and its urban core neighborhoods. Without an understanding of current parking needs and future demand, and a plan to implement solutions, the City’s ability to redevelop will be stymied.

Cities with thriving downtowns and urban neighborhoods but limited parking, typically have robust public transit options which allow commuters, residents, and visitors access without the need for cars. Unfortunately, with no clear plan or funding for transit, the City of Tampa will need to invest in innovative solutions and parking garages that will allow for growth and development, either initiated by the City or through public-private partnerships. While innovative solutions and parking garages can be costly, parking can be an effective economic development strategy and should be viewed as such.

Solving the parking issues that plague Downtown Tampa and its urban neighborhoods won’t be easy. However, there are solutions and ideas from cities around the world to stimulate program development as the City tackles parking. The “best practices” presented here are just a first step towards creating real and transformative solutions.
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SHORT RANGE SOLUTIONS
SPECIAL RESIDENT RATES

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<th>CATEGORY</th>
<th>DESCRIPTION</th>
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<td>Residents of a particular geographic area pay a lower meter rate than non-residents and tourists pay. In Miami Beach, for example, the rate is $1 an hour for residents and $1.75 an hour for non-residents. That fee, implemented with the help of plate-kiosk technology, might seem unfair but the approach is justified because residents, unlike visitors, already pay taxes to maintain streets and parking enforcement services. The system also encourages people to shop closer to home, which in turn reduces driving and congestion. The higher rates for non-residents could encourage the use of alternative modes of transportation to travel to downtown.</td>
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| LOCATION | Miami Beach, FL; Hoboken, NJ |
INCREASED PARKING FEES

**CATEGORY**

**LOCATION**

Pasadena, CA; Spokane, WA; Houston, TX, Tulsa, OK

**DESCRIPTION**

Increased parking revenue could be invested back into the neighborhoods where it originated in smarter ways rather than going into the City’s general fund. Beyond increasing parking fees, the City could install parking meters where none exit currently. Additional revenue could be used to pay for services such as: additional street patrols, transit, streetscaping, advanced parking management systems, additional parking lots/garages, etc. This approach fosters political good will among businesses and residents who typically oppose increased rates and meters; as well as drivers who tend to see rate hikes as taxpayer gouging.
IMPROVED ENFORCEMENT

C A T E G O R Y

D E S C R I P T I O N

Parking regulations and pricing requirements are enforced more frequently, more effectively, and more considerately. Improved enforcement could bring in higher revenues and encourage turnover of on-street parking.

L O C A T I O N

St. Petersburg, FL; Miami Beach, FL
**SHARED RATHER THAN RESERVED SPACES**

**CATEGORY**  
-  

**LOCATION**  
Ventura, CA

**DESCRIPTION**  
Motorists share parking spaces, rather than being assigned a reserved space. For example, 100 employees can usually share 60 - 80 parking spaces, since at any particular time some are on leave, commuting by an alternative mode, in the field, or working another shift. Hotels, apartments, condominiums and dormitories can share parking spaces among several units, since the number of vehicles per unit varies over time. Sharing can be optional, so for example, motorists could choose between $60 per month for a shared space or $100 for a reserved space.

**INCREASE CAPACITY OF EXISTING PARKING FACILITIES**

**CATEGORY**  
-  

**LOCATION**  
Pittsburgh, PA

**DESCRIPTION**  
Use currently wasted areas such as corners, edges, and undeveloped land to increase the parking supply. This can be particularly appropriate for compact car, motorcycle, and bicycle parking. Another method is to reduce parking stall widths from 9 feet wide to 8 feet wide in order to create compact car parking. One additional parking space for every eight can be created.
## INCREASE ON-STREET PARKING

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<th>CATEGORY</th>
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<tr>
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<td>Jacksonville, FL; Burlington, VT; Tacoma, WA</td>
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### DESCRIPTION

Many cities are minimizing restrictions for on-street parking and redesigning streets with parking lanes, particularly in residential areas close to neighborhood centers and major corridors. In smaller commercial centers and newly developing centers, on-street parking may provide most of the parking supply. On-street parking is convenient, visible and cost efficient. It is a form of shared parking, with each space serving many destinations, and so tends to have a high load factor. It does not require access lanes, and so uses less land per parking space than off-street parking. It is also relatively inexpensive, and can provide a buffer between pedestrians and vehicle traffic. Unfortunately, only a limited amount of curb parking can be provided in an area. It often involves trade-offs with traffic lanes, bike lanes, sidewalk space, and other uses of street space.
ON-STREET ANGLED PARKING

CATEGORY

LOCATION

Sacramento, CA; Austin, TX; Sarasota, FL

DESCRIPTION

Where there is adequate street width, on-street parking can be changed from parallel to angled parking. If the street is wide enough, lane width could be reduced to accommodate angled parking and can increase overall supply of on-street parking. Converting parallel to angled parking increases capacity by almost doubling the number of on-street spaces, and makes parking faster and easier. Under some conditions, angled parking increases the rate of collisions, although it tends to reduce their severity.
Remote parking, also called satellite parking, typically involves the use of parking facilities located at the periphery of a business district or other activity centers. Special shuttle buses, or free transit service, may be provided to connect destinations with remote parking facilities, which would allow them to be farther apart than would otherwise be acceptable.

Another type of remote parking is the use of Park & Ride facilities. They are often located at the urban fringe where parking is free or significantly less expensive than in urban centers.

Remote parking often involves shared parking facilities. See Page 23 for more information on shared parking.

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<tr>
<td>St. Petersburg, FL; Nashville, TN; San Diego, CA: Oklahoma City, OK</td>
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GPS TRACKING ON CIRCULATORS BUSES

**CATEGORY**


**DESCRIPTION**

Providing GPS tracking devices on public transportation options, including shuttle buses and circulator vehicles, allows the users to know exactly when the next bus or vehicle will arrive. GPS tracking typically encourages people to use shuttles because it becomes more reliable. GPS is used in many cities and on university campuses to track bus and shuttle locations and provide real time information on arrivals to the user.

**LOCATION**

Chicago, IL; Boston, MA; University of South Florida; University of Florida; Miami, FL
Most cities have incomplete records of how many on-street or off-street parking spaces exist. An inventory of spaces enables municipalities to accurately review parking supplies in order to meet current and future demands for growing downtown centers and neighborhoods. The database could be used in coordination with transportation demand management technology to direct drivers to available parking spaces and reduce congestion.

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<td>LOCATION</td>
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## INFORMAL MARKETS FOR OFF-STREET PARKING

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<th>CATEGORY</th>
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<td>LOCATION</td>
<td>Ann Arbor, MI; Los Angeles, CA</td>
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In some cities residents that live around popular areas or event facilities can charge people for parking in their driveways. Drivers might have to walk a few blocks to the area of interest, but they will be able to leave the area or event more easily; avoiding traffic congestion. The demand for parking is so strong, some cities have made this informal market legal.

## PARKING SPACE SALES AND LEASING

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<td>EXAMPLES</td>
<td><a href="http://www.justpark.com">www.justpark.com</a> and <a href="http://www.parqex.com">www.parqex.com</a></td>
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</table>

Create or market a website which allows residents or workers to look for parking to rent on a daily, weekly, or monthly basis. Facilities or businesses with excess parking capacity can lease or trade it to others.
Workers who use transit or van pools to commute to their jobs can set aside up to $255 (2016 IRS allowances) from their paychecks, before taxes are deducted, to help pay for the cost of transportation. The benefits, sanctioned by the Internal Revenue Service, offer tax savings to both employers and employees. Companies can offer a tax-free employer-paid subsidy, pre-tax employee-paid payroll deduction, or a combination of both. Commuter benefits are considered tax-free benefits, not employee wages, so companies can save on average 7.65% in payroll taxes. Employees who participate in a commuter benefit program don’t have to pay income taxes on the money they set aside for their commute, saving up to 40% on their commuting expenses.

Offering commuter benefits is voluntary, but a handful of cities have local laws mandating that certain employers make such plans available to workers.

Businesses and organizations can calculate their tax savings by visiting: hcommuterbenefits.com/employers/how-it-works
There are various types of financial incentives to change commuting behavior. One example is “parking cash-out” whereby commuters who are typically offered subsidized parking, can choose cash instead of parking. Another incentive is a “transit pass benefit” which provides employees with a free or subsidized transit pass, often purchased in bulk and at a discounted rate by the employer. Another incentive is to provide discounted or preferential parking for rideshare (carpool and vanpool) vehicles.

The advantage of valet service is that some of the floors in garages, or some areas of parking lots, can be restriped to provide tandem parking, thus increasing the number of parking spaces per square foot of area. Car stackers could also be added in some garages. This increase in efficiency effectively “builds” more parking spaces at a minimum of the cost.

A step beyond standard valet parking is “Flexible Valet” where the patron can park their car at any location, and then pick it up at any number of other locations. This valet service encourages patrons to walk, shop, and explore.

The provision of valet parking results in an increase in the operating costs of the parking facility. To make valet parking acceptable to the user, sufficient valet personnel must be on hand to deliver the user’s vehicle in a timely manner.
### Advanced Parking Management Systems

**Category**

- Advanced Parking Management Systems (APMS)

**Description**

APMS are designed to increase the efficiency and turnover of parking spots by using technologies to alert drivers towards open spaces and informing them of relevant information, such as delays. An APMS interface can be anything from a web-based format to a GPS navigation system.

APMS typically combine various technologies to improve traffic congestion. Some technologies being used are: parking sensors, information monitors, video cameras, satellite radio, and web applications via mobile phone or internet. e-Park is an example of a parking guidance system which provides real-time short-term parking information. The e-Park signs let people know how many spaces are available in garages. This can reduce the need to drive around to find parking. Wireless sensors can be placed on the curb next to parking spaces, which inform the public of open parking spaces in real-time via street signs or the internet. The sensors also could be used to implement demand-based parking prices (see page 24).

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<tr>
<td>New York, NY; Chicago, IL; San Francisco, CA; Seattle, WA; Milwaukee, WI; Boulder, CO</td>
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## ON-DEMAND PARKING MOBILE APPS

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<td>Phone applications can show availability of parking in parking facilities in a particular area and how much it will cost to park there. The apps are synced with the drivers credit card so they don’t have to pay at the garage. Once the driver has selected and paid for the parking garage, a bar code is sent to their phone. When they get to the garage, a machine will prompt the driver to scan the code. They may then enter the garage and park in any open space. Prices on these apps are generally lower than if the driver were to enter the garage without a reservation.</td>
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### LOCATION

New Orleans, LA; Denver, CO; Newark, NJ; Milwaukee, WI

### EXAMPLES

SpotHero.com, Luxe.com, ParkingPanda.com
## Transferable Parking Rights

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<td>Developers can choose between constructing required parking spaces or transferring parking spaces to another development. This works best in areas where parking maximums limit the amount of parking that can be built. A transfer program could allow historic properties, low income housing, and senior housing projects, where parking demand is lower, to transfer parking spaces to another development that would like additional spaces above the maximum allowed.</td>
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| Location                     | Portland, OR                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

## Special Populations Provisions

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<td>Parking requirements are reduced for developments designed for special populations, such as low-income housing or elderly housing. Housing without parking can be more affordable for developers and tenants.</td>
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| Location                     | New York, NY; Los Angeles, CA; San Diego, CA; Seattle, WA                                                                                                                                                                                                                                                                                                                                                                                                                     |

## Eliminate Parking Requirements

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<td>Cities are eliminating parking requirements in key areas - particularly urban centers, higher density mixed-use areas, and around transit stations. Eliminating parking requirements allows the market to dictate the parking needs for each project, thus allowing each development flexibility in determining the amount of parking actually needed rather than having to follow arbitrary guidelines from the land development code. Often the financing institution will already have a set of parking standards built into the financing agreement.</td>
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| Location                     | Fayetteville, NC; Newport Beach, CA; Buffalo, NY; Cincinnati, OH; Temple Terrace, FL                                                                                                                                                                                                                                                                                                                                                                                         |
### Maximum Parking Requirements

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<td>Maximum parking requirements limit the number of parking spaces that may be built and prevent the developer from building additional spaces. Many municipalities have adjusted their parking requirements by replacing minimums with maximums. Until the early 1980s, requiring a minimum number of parking spaces was the accepted policy for determining off-street parking requirements. Minimums require developers to provide a specified number of spaces on their property with no upper limit on the number of parking spaces built.</td>
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### Location

New York, NY; Chicago, IL; Minneapolis, MN; Portland, OR
MEDIUM RANGE SOLUTIONS
Shared parking is when two or more land uses share the same parking spaces. An example of a shared facility is when office workers park at a shopping center or sport facility parking lot on weekdays, in exchange for customers using the office parking lot on evenings and weekends.

By taking into account different peak parking demands, shared parking reduces the total number of parking spaces required compared with simply adding together the parking requirements of each individual land use. The major benefit of shared parking is a reduction in the land devoted to parking, especially in the amount of paved surface, which preserves more land for green space or development density. This is most successful if destinations have different peak periods, or if they share patrons so motorists park at one facility and walk to multiple destinations.

There are two main approaches to shared parking: (1) contractual agreements between adjacent uses; and (2) parking management districts. Whereas the first approach involves only two adjacent users, the second approach encompasses an entire district with multiple property owners. Under a contractual agreement, the circumstances under which parking spaces would be shared would be explicitly defined in the contract. In a parking district, all uses within the district would have access to all the parking spaces at any given time.
DEMAND-PRICED PARKING

CATEGORY

A system whereby the city compares the actual parking occupancy with the desired parking occupancy and every few weeks nudge prices up or down accordingly based on demand. Prices can be set by block and time of day to produce one or two open spaces on every block and thus reduce cruising.

LOCATION

San Francisco, CA; Seattle, WA; Los Angeles, CA

DESCRIPTION

San Francisco has the most ambitious program. In seven pilot zones, San Francisco installed 7,000 sensors that report the occupancy of each space on each block, and parking meters that charge variable prices according to the time of day. The city adjusts parking prices every two months in response to the observed occupancy rates – the prices go up on overcrowded blocks and down on under-occupied blocks.

Before SFpark

Block A – Central Business District Location
No Open Spots

Block B – Nearby Location
3 Open Spots

After SFpark

Block A – Central Business District Location
1 Open Spot

Block B – Nearby Location
2 Open Spots
Parking tax reform includes commercial parking taxes and per-space parking levies. Commercial parking taxes are taxes placed on parking rental transactions. Per-space parking levies are special annual property taxes placed on parking facilities. Placing a tax on parking helps recapture property tax revenue that is lost due to the low assessed value of parking lots, while creating an incentive to practice more efficient parking management.

Commercial parking taxes are the most commonly applied parking tax in the United States due to the relative ease of implementation. These taxes typically apply to private businesses that operate parking facilities on an hourly, daily, or monthly basis and are levied on each transaction similar to a sales tax.

Commercial parking taxes and per-space parking levies can incentivize redevelopment of surface level parking lots as well as provide revenues for public programs. Taxes and fees are most appropriate when applied to parking that is not mandated or required by land use regulations. Parking taxes could be waived for structured parking as an incentive for private parking lot owners to develop or build structured parking.
PUBLIC PARKING IN PRIVATE PROJECTS

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<td>This strategy adds public parking to private projects as they are developed. This is usually accomplished in one of two ways. In the first method, the private development is required to add a certain number of public parking above and beyond the zoning code parking requirement for the project. Oftentimes the amount of public parking required is related to the amount of parking on the site prior to the development. The new project is required to “replace” the existing public parking within its site plan. Under this scenario, the expense of building the parking would be the responsibility of the new development.</td>
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<tr>
<td>LOCATION</td>
<td>San Jose, CA</td>
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In the second approach, the public sector (i.e., the City or the Redevelopment Agency) would add parking supply to a private development by financing the additional parking. Under this scenario, the private development would be required to operate these spaces as part of the public parking supply – respecting the public parking rate structure and accepting any public parking validation vouchers. Revenue generated by these spaces is generally added to the public parking system after deduction of parking operating expenses which would be retained by the operator of the spaces.
IN-LIEU FEES

In-lieu fees allow developers to pay fees into a municipal parking or traffic mitigation fund in lieu of providing the required parking on-site. The fees can then be used to provide centralized public parking. In some cases, the community may wish to establish the fund in such a way that it can also be used for transit, bicycle, and pedestrian improvements that can reduce parking demand.

By consolidating parking in centralized public lots or structures and allowing developers an alternative to providing parking on-site, a fee-in-lieu system can encourage in-fill development and redevelopment in existing downtowns or historic buildings. It can also improve the overall efficiency of parking provision by addressing the needs of the area as a whole, rather than the needs of each individual site. In-lieu fees are more effective when there is sufficient concurrent development in a defined area to generate the funding to develop municipal parking structures.

TRANSPORTATION IMPROVEMENT/ BENEFIT DISTRICTS

Revenue generated from parking meters or parking permits within specified districts stays in the district where it was collected. The dedicated revenue stream funds local improvements such as street furniture, trees, transportation improvements, or transit.
Stackers and mechanical garages can significantly increase the number of vehicles that can be stored in a particular area. Various types of lifts and elevators can be used to increase the number of vehicles that can fit in a parking structure or on a surface level parking lot. They are a flexible way to address growing demand for parking spaces at relatively low construction cost and no additional land requirements.

There are relatively high equipment and operating costs (although usually less than building additional structured parking). This system is only suitable in parking structures and on lots with attendants/valets. There will be an increased time required to park and retrieve vehicles, and can be unsuitable for many types of vehicles (vans and trucks).

**CATEGORY**

**LOCATION**
Santa Monica, CA; Lafayette, CA; Hoboken, NJ; Washington, D.C.
TEMPORARY PARKING STRUCTURES

CATEGORY

LOCATION

Los Angeles, CA; San Diego, CA; St. Lambert, QC Canada; London UK

DESCRIPTION

Temporary, modular, and one deck car park systems are designed to nearly double the capacity of a surface parking lot. This is done by use of a free-standing deck installed in a short amount of time with minimal site disruption. Pre-fabricated elements are installed on the surface lot without traditionally excavated foundations. The finished structure can be disassembled and 100% re-assembled on another site in different configurations. In many cases installation can be phased to retain spaces for an ongoing parking operation and a continued revenue stream. These systems are 40% less expensive than standard parking garages.
## Pave Dirt Lots for Maximum Usage

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<td>Many parking lots are not paved nor have appropriate lines where cars should park. Paving or restriping a parking lot is a less expensive way to incorporate maximum parking. Without lines to indicate spots, cars may be parking too wide from one another decreasing the efficiency of the parking lot. Parking lots could have sections for compact vehicles only thus increasing the amount of parking available.</td>
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## Car Share Provisions

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<td>Car share programs provide short-term car rentals and are operated by a private company or not-for-profit organization. Several cities include zoning language that encourages or requires developers to dedicate spaces for car share vehicles. Some cities give developers incentives to provide spaces for car share vehicles through reduced parking requirements. Studies suggest that car sharing can reduce demand for accessory residential parking, overall vehicle miles traveled, vehicle ownership rates, and household transportation costs.</td>
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FINANCING OPTIONS FOR PUBLIC PARKING

• Special Assessment District for Parking
• Business Improvement District
• Business License Tax Increase
• Eliminate Free Parking
• $2- $5 Increase in Citation Fines
• Increased Daily/Monthly Parking Rates in City Owned Facilities
• In Lieu Fees
• Parking Deficiency Fee Paid by Developers
• 10-20% Parking Tax on Private Surface Level Parking Lots
• Public/Private Partnerships
• Redevelopment Agency Tax Increment Financing (TIF) Funds
Parking garages can increase the supply of public parking where it is most desirable from a community perspective. Public resources and incentives can be used to build parking facilities and include a mix of direct government funding, free or discounted land provided to developers, tax exemptions and other favorable tax policies, and public parking facilities incorporated into public-private-partnership projects are just a few of the mechanisms that can be used.

Unfortunately, parking garages tend to be expensive, and represents a public subsidy for driving. They are slow to implement (planning and constructing a new parking facility can take years). Garages can also be inflexible, resulting in expensive structures that have few alternative uses - if expected demand does not occur. In some cities, garages are being constructed to allow easy conversion to residential or commercial uses in the future.
UNBUNDLED PARKING

**CATEGORY**

**DESCRIPTION**

Unbundling means that parking is rented or sold separately, rather than automatically being included with building space. For example, rather than renting an apartment with two parking spaces for $1,000 per month, the apartment would rent for $800 per month, plus $100 per month for each parking space. This is more equitable and efficient, since occupants only pay for parking they need. Unused parking spaces could be used for public parking at an hourly rate. In some cases it may be easier to offer a discount to renters who use fewer than average parking spaces, rather than charging an additional fee. For example, an office or apartment might rent for $1,000 per month with two “free” parking spaces, but renters who only use one space receive a $75 monthly discount.

**LOCATION**

San Diego, CA; San Francisco, CA; San Jose, CA; Seattle, WA; Austin, TX

LAND BANKING

**CATEGORY**

**DESCRIPTION**

Land banking addresses the uncertainty of future parking demand. The strategy reserves unpaved space for anticipated future parking demands if they arise. Meanwhile, the space can be used for amenities such as playgrounds or parks. Land banking can be a useful tool for developments that occur in phases - since developers may be holding the land for future parking demand that will only be fulfilled when a project is complete. Land banking is best for low- to medium-density areas where land for future development is likely to remain fallow for some time.

**LOCATION**

Palo Alto, CA; San Diego, CA
Making outer city lots more appealing with shading (natural or artificial) and promoting cleanliness will encourage people to want to park there. In addition, making walks from distant parking lots desirable and shaded will help people enjoy their walk to work. Improving walkability (the quality of walking conditions) expands the range of parking facilities that serve a destination. It increases the feasibility of sharing parking facilities and use of remote parking facilities. Improving walkability also increases “park once” trips, that is, parking in one location and walking, rather than driving to other destinations, which reduces vehicle trips and the amount of parking required at each destination. In addition, walking and cycling improvements encourage transit use - since most transit trips involve walking or cycling links.
Parking authorities are quasi-public agencies created specifically to finance, develop, maintain, and operate the municipal parking system. A parking authority manages and develops on and off-street parking in a designated area such as a downtown, and is a self-sustaining agency managed by parking industry professionals and financed by parking revenues. Funds not used by operations are returned to the city.

Parking authorities work closely with the local governments that created them, as well as other municipal agencies such as Community Redevelopment Areas and Business Improvement Districts, to support and foster economic growth. They also share responsibility with the City Police Department for enforcement of parking regulations.

Because a parking authority is an entity separate from the city government, this debt is not applied toward the city’s debt limit. A parking authority would need to be created by a Special Act of the Florida State Legislature.
COMPARABLE PARKING RATES

Source: Colliers International, 2012 Parking Rate Survey