

Parking information

Definitions of unbundling

Donald Shoup, *The High Cost of Free Parking* (pp. 559-560):

...the cost of parking is usually bundled into the prices for everything else, and most people drive wherever they go. If cities remove these requirements, developers will be able to provide as few parking spaces as they choose. Some existing spaces will disappear as developers build infill projects on parking lots no longer required by law. Adaptive reuse of older buildings will also become less problematic because cities will no longer require property owners to provide additional parking spaces for new uses.

...Unbundling will also lead to an increase in shared parking because everyone who is willing to pay for the parking can use it. In contrast, required parking is typically *not* shared since each specific site must provide its own spaces. Moreover, businesses that have paid dearly to provide their own parking are not eager to let their competitors' customers use it. The growth of paid, shared parking will therefore allow a smaller parking supply to serve more trips, while the higher price of parking will increase travel by carpools, transit, biking, and walking. Removing off-street parking requirements will slowly but surely lead to shared parking, higher urban density, and a shift away from solo driving.

Todd Litman, Spring 2013 ITE Newsletter:

Unbundling. Parking is rented separately from building space. For example, instead of paying \$2,000 per month for an apartment that includes two parking spaces, occupants pay \$1,800 per month for the apartment and \$100 per for each space, and so only pay for the parking they use.

From San Francisco's Municipal Code:

SEC. 167. PARKING COSTS SEPARATED FROM HOUSING COSTS IN NEW RESIDENTIAL BUILDINGS.

(a) All off-street parking spaces accessory to residential uses in new structures of 10 dwelling units or more, or in new conversions of non-residential buildings to residential use of 10 dwelling units or more, shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space. In cases where there are fewer parking spaces than dwelling units, the parking spaces shall be offered first to the potential owners or renters of three-bedroom or more units, second to the owners or renters of two bedroom units, and then to the owners or renters of other units. Renters or buyers of on-site inclusionary affordable units provided pursuant to Section 315 shall have an equal opportunity to rent or buy a parking space on the same terms and conditions as offered to renters or buyers of other dwelling units, and at a price determined by the Mayor's Office of Housing, subject to procedures adopted by the Planning Commission notwithstanding any other provision of Section 315 et seq.

(b) **Exception.** The Planning Commission may grant an exception from this requirement for projects which include financing for affordable housing that requires that costs for parking and housing be bundled together.

Prohibiting overnight parking in municipal lots – suggested Town Code revision

Sec. 6-19(a)(4) is amended as follows:

Parking for Not More Than Two Hours, Between 7:00 a.m. and 5:30 p.m., and Between 2:00 a.m. and 6:00 a.m.

LUO 15-291(e)

(e) Whenever a building is constructed with the intention that it be used in whole or in part for use classification 2.120, 2.220, 2.320, 3.120, or 3.220, the building shall be constructed on the lot in such a manner that sufficient usable space remains on the lot to add the additional parking spaces that would be required to convert the use of the building entirely to use classification 2.110, 2.210, 2.310, 3.110, or 3.210. In addition, whenever a developer proposes to construct a building to be used for purposes that require a lesser number of parking spaces than other uses to which the building might well be put at some future date, the administrator shall send to the developer a certified letter explaining that sufficient space should be left on the lot to add parking spaces at a later time if required.

Section 15-292.1 Payment of Fee In Lieu of Providing Parking Spaces

(a) With respect to properties within the B-1(C), B-1(G), and B-2 districts that are developed for commercial purposes, the permit issuing authority may authorize the developer to fore-

go the construction of parking spaces otherwise required on the developer's property pursuant to the provisions of Section 15-291 of this Article for commercial uses if (i) the permit issuing authority finds that the parking needs of such development can be met by public parking facilities that are located or expected to be constructed within a reasonable time within reasonable proximity to the proposed development, and (ii) the developer pays to the town for each such space that is not constructed a fee in lieu of providing that space in an amount determined as provided in subsection (b) of this section. This fee shall be paid before an occupancy permit is issued to the development, unless the permit issuing authority by condition establishes another time.

(b) The amount of the fee authorized by this section shall be determined by estimating the cost of providing a paved parking space (including land and improvement costs) that meets the requirements of this Article. This determination shall be made annually and the fee shall be included in the Miscellaneous Fees and Charges Schedule adopted by the Board of Aldermen.

(c) Any fees collected in accordance with this section shall be reserved and used exclusively to meet the purposes for which they have been obtained as specified above in subsection (a).