7. **Relegated Parking**

There are many ways to relegate parking in a development. Some of the ways deal with design of parking areas and other ways deal with parking requirements and locations. This section offers eleven ways to deal with design of parking areas and diminish needs for parking spaces.

1. **Locate parking areas behind and to the sides of large structures.**

   Parking areas in communities are generally large, impervious asphalt enclaves set between streets and commercial or employment centers. To de-emphasize the parking area and emphasize the importance of the building, parking areas can be placed in the back and to the sides of development.

2. **Locate residential parking behind the principal line of the front façade or along an alley.**

   Garages placed in front of houses dominate the façade, make casual conversations with passersby almost impossible, and remove eyes from the street. Conversely, garages located behind the principle line of the house or in an alley enable windows, doors, and porches to be located closer to the street. The result is a more attractive streetscape and better visibility of activity in the street. The garage or parking pad set at least 20 feet behind the principle line of the front façade allows cars to be out of the sidewalk. The exception to this situation is where grades are steep and a garage is placed in front of the house and turned sideways so that the appearance of the building rather than the garage door dominates the front.

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**Figure 6:65** Typical parking arrangements place buildings as objects surrounded by parking.

**Figure 6:66** Preferred arrangement places shops along the main street and parking in the rear.

**Figure 6:67** (left). Garages dominate these houses in Fairfax County, Virginia and remove the “eyes on the street.” Note that the front yards are almost entirely paved.

**Figure 6:68** (right). By contrast, recessing the garages behind the houses and using a shared driveway (designed as a “Hollywood drive”) presents a much more pedestrian-friendly environment and allows house windows to be closer to the street.
3. Encourage the use and provision of parking garages.
In high-density and high-intensity areas, such as Centers, parking garages can accommodate parking in a vertical rather than horizontal manner. In multifamily residential developments, parking can be accommodated as tuck-under parking where densities permit.

Use of parking garages reduces the total amount of paved area, which allows for a site plan that is more pedestrian-friendly. It also allows for an increase in density, which may be appropriate. Because parking garages can cost four to five times as much per space to construct as surface parking spaces, parking structures may need incentives. Incentives to consider include:

- Exemption from calculation of total gross floor area of the parking structure
- The calculation of structured parking as an improvement that is equal in value to surface parking for purposes of tax assessment
- Tax credits
- Establishment of a public parking authority to finance, operate, and profit from the construction of garages
- County being responsible for the construction of parking structures, site acquisition, and operation of parking facilities

4. Allow stand-alone parking lots or garages
At present, parking for a use must be located on the same property as the use. Allowing for stand-alone parking lots would provide better opportunities for shared parking as well as a more efficient land use. Parking lots of a significant size should be designed in a grid, no larger than the size of a typical block, so that retrofitting is possible should redevelopment be warranted. Additionally, they should have defined pedestrian crosswalks and be landscaped heavily.

5. Consider increasing the distance from which a use can be separated from its associated parking.
Albemarle County requires that all parking spaces for multifamily developments be within 100 feet of the front door. It requires that parking spaces be no greater than 500 feet from the lot to the front door of commercial or industrial uses. Consideration should be given to increasing this distance.

6. Count on-street parking toward parking requirements.
A new streetscape proposed by the Neighborhood Model allows for more on-street parking. Allowing on-street parking to count as required parking helps to reduce the additional asphalt needed for parking areas. In retail businesses, on-street parking is sometimes referred to as “teaser” parking. It can slow oncoming traffic and provide a buffer for pedestrians. Signage directs motorists to additional parking areas in the rear. In residential areas, on-street parking is also desirable. A relatively narrow street with parked cars acts as a natural traffic-calming element and can provide for spatial enclosure.

7. Reduce minimum parking requirements to coincide with common usage rather than peak usage and consider maximum parking allowances.
In a shopping center of 100,000 square feet, the parking requirement to serve peak usage requires 5 spaces / 1000 square feet, resulting in 500 parking spaces. A reduction to 4 spaces/1000 square feet would save 100 spaces and reflect an average (rather than peak) requirement for a shopping center. At a cost of $2000/space, this represents a saving of $200,000, as well as a savings of land and stormwater containment. If maximum parking areas are imposed, consideration should be given to requiring non-asphalt parking for parking spaces provided in excess of the minimum.
8. Increase the opportunities for shared parking.
Shared parking acknowledges that different activities and functions require parking at different times of the day or different days of the week. For example, office space is used primarily on weekdays, while churches are used most heavily on Sunday mornings. Increasing the opportunities for shared parking would reduce the amount of paved area to be provided in the Development Areas. Albemarle County already provides opportunities for shared parking through special permission from the Planning Commission. Increasing the ease with which shared parking is obtained also could be beneficial.

9. Provide reduced parking requirements where employers use Transportation Demand Management (TDM).
Employers and developers of office structures and retail developments can be provided reductions in parking requirements if they develop a plan to reduce the amount of single-occupancy vehicles arriving each day. Such programs as incentives for employees to walk, bike, carpool, or use transit may count as part of a TDM arrangement. All of these alternatives are more likely with the Neighborhood Model. Telecommuting may also be counted toward a reduction in required parking.

10. Develop Centers around bus transit corridors.
Studies have shown that a 10% vehicle trip reduction can be achieved by locating mixed-use commercial and light industrial development in a manner that includes residential uses within a 1/4 mile (5-minute) walk of a bus transit stop.

Successful trip reduction is achieved when at least 30% of the floor area of mixed-neighborhood centers around bus corridors and the FAR of the commercial development equals 2.0. In such scenarios, commercial uses include retail and non-retail uses. The connections between commercial uses, residences, and transit stops must be direct and safe. Secure bicycle parking must also be provided at heavily used bus stops and at places of employment. Even with no bus service, a 7% reduction in vehicle trips can be achieved using the model outlined. Such reductions not only decrease parking requirements but also reduce traffic congestion and save money on road construction and maintenance.

11. Allow for use of non-asphalt surfaces for a portion of the required parking.
In parking lots at the Fringe or General Areas or in single-use districts, consideration should be given to providing a percentage of the parking as pervious surface. Use of gravel, grass pavers, or other pervious materials should be allowed where the soils allow infiltration of stormwater. Allowing non-asphalt surfaces to count as a portion of required parking can provide for a more attractive alternative as well as reduce runoff.

<table>
<thead>
<tr>
<th>Community</th>
<th>Description of Program</th>
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<tbody>
<tr>
<td>Olympia, WA</td>
<td>Allows reduction in concert with public (bus) transportation.</td>
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<tr>
<td>Loudoun County, VA</td>
<td>Allows reduction of up to 20% of the required parking for any use, building or complex within 1000 feet of any regularly scheduled bus stop.</td>
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<tr>
<td>Hartford, CT</td>
<td>Reduces minimum required parking in return for developer carpool and (bus) transit encouragements.</td>
</tr>
<tr>
<td>Orlando, FL</td>
<td>Allows payment which support a TDM program in lieu of on site program.</td>
</tr>
<tr>
<td>Montgomery County, MD</td>
<td>Requires TDM program as part of site plan approval.</td>
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</tbody>
</table>

Table 6.1 Sample of Communities that Reduce Parking in Conjunction with Transit or TDM