

PARKING NEED and DEMAND REDUCTION ORDINANCE

Section 1. Legislative Intent.

This local law/ordinance recognizes that a large factor in whether employees drive to work alone is access to a free parking space. Parking is not free, however, and imposes many construction, operation, traffic and environmental costs on employers and municipalities. Parking consumes large spaces that could be put to more productive uses.

This ordinance is intended to reduce the amount of peak-hour employment-related parking, and thus vehicle trips. It is intended to reduce traffic congestion on local roads. It amends the site plan/development application section of the zoning ordinance and is consistent with the Master Plan (cite section).

Section 2. Amendment of Existing Ordinance

The Zoning/Site Plan/Town Code is hereby amended by adding to sections ____ as follows: [fill in]

Section 3. Need and Demand For Parking

[If applicable] The requirement that the applicant provide a minimum of [#] parking spaces per [cite applicable provision, usually floor area, # of customers, # of employees, etc.] is hereby repealed. Parking in the following districts is hereby limited to: [insert a maximum number of parking spaces per employee, net/gross floor area, etc. for site types in each district.] (Suggestions for maximum: .25 - .50 spaces/peak shift employee or 1 space per 1,000 sq. ft. floor area.)

- A. Every applicant for general development, site approval, or a building/construction permit, who requests permission to add parking for planned employees, customers, patrons, students or others accessing the site beyond the maximum number of spaces identified above, must submit a parking demand management plan.
- B. The parking demand management plan must show the average number of peak shift employees and others parking at the site on a typical weekday, the average number of peak shift employees expected to park at the site after the proposed development, the trips to be generated (peak and off-peak) by the proposed development, the mode(s) by which the employees travel to work (percentages for drive alone, drive with others (HOV-2, HOV-3), van-pool, train, subway, bus, jitney or shuttle, walk, bicycle) pre- and post-development. The plan shall detail the programs and strategies the employer has adopted (or will adopt by a date certain) to reduce or eliminate the need for additional parking beyond the maximum number of spaces allowed for employees and others accessing the site. The plan may not include additional on-street parking and shall curtail existing on-street parking.
- C. For any site with 50 or more employees employed by a single employer after the proposed development is constructed, the parking demand management plan shall include a program by that employer to offer pre-tax transit benefits and financial incentives to encourage employees not to drive to work alone, to be made part of the lease, if applicable.
- D. Institution of a parking "cash out" program shall constitute prima facie evidence of the applicant's attempt to reduce demand for parking and employment-related trips below the maximum number of spaces allowed for the site and will constitute a parking demand management plan. A "cash out" parking program means that the employer has determined the total per space cost of providing employee parking and has offered to all employees eligible for an employer-subsidized parking space the opportunity to take a cash payment for the space at the full or partial value of the space (up to \$175/month) in lieu of actually using that parking space. Any employee so choosing to forego the parking space must do so in writing to receive the cash allotment. Employees foregoing parking may use another form of transportation to get to work. Prior to implementing a parking cash out program, employers shall provide employees with information on the program and available transit and car- and van-pooling resources, including state and federal tax benefits.
- E. Upon a showing by the applicant of the need for additional parking beyond the code requirements [cite newly adopted provisions], the Town/Planning/Zoning Board shall certify the need for a specific number of parking spaces or, within 30 days, make recommendations to the applicant as to how to achieve a further reduction in parking demand to meet the maximum number.

Section 4. Applicability

The parking requirements and standards set forth in sections _____ above shall apply to all buildings, structures, or surface lots erected or altered (including painting or re-striping) by any applicant whether private or public. No new parking lots or structures shall be erected, expanded or altered to add more spaces without application to the Town/Planning/Zoning Board.