

# From minimum to maximum

## Parking policies & regulations

# Parking policies

Parking policies play a major role in the management of transportation systems in dense urban areas

Parking is not just about cars

We expect Parking Policies in urban areas to:

- Support mobility needs
- Support economical needs
- Support social needs
- Support environmental needs



# The main question

How many parking spaces will be needed

How many should we provide



# Regulation

Regulation is inevitable where demand exceeds capacity



# Parking Minimums

- Historically, most cities required developers to build a minimum number of new parking spaces.
- Residential buildings had to include at least one, if not more, parking spaces per residential unit.
- Commercial developments had to build a minimum number of parking spaces per square meter depending on how the building would be used.



# Parking minimums in Tel Aviv Yafo

Example

Land use	Parking space for private vehicles
Residence	per residential unit 1 (< 120 m <sup>2</sup> ); 2 (> 120 m <sup>2</sup> )
Offices	1 per 30 - 40 m <sup>2</sup>
Stores & trading	1 per 25 – 30 m <sup>2</sup>
Halls entertainment	1 per 10 m <sup>2</sup>
Restaurants	1 per 10 m <sup>2</sup>
Education	1 per 50 m <sup>2</sup>
Industry	1 per 70-100

# Minimum parking regulations

- The primary tool local councils have used to accommodate parking is parking ratio ordinances.
- They establish the minimum number of spaces a development project must provide for a given land use and project size.
- To obtain permission from the relevant development approval authority (such as a local council), a development application must generally comply with these requirements.

# Minimum parking regulations

- On the face of it, minimum parking regulations may appear quite sensible.
- The calculation of the number of parking spaces needed is based on the amount of trips generated by private cars.
- The Larger the parking supply the higher the trip rate by private car.
- Increasing supply lowers prices and stimulates increased parking demand
- We entre a vicious cycle



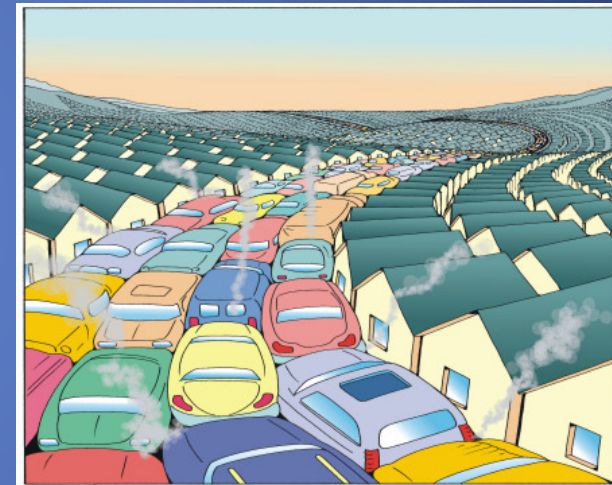


# Why minimum parking regulations are a problem



# Traditional approaches

- Traditional approaches to regulating parking lead to vast expanses of parking.
- In turn they separate land uses, reduce densities, impair walkability, and create obstacles to providing transit and pedestrian friendly communities
- The costs of developing and maintaining parking spaces and then enforcing proper use to ensure good traffic flow have to be borne by somebody.



# Who pays for parking

- Minimum parking requirements subsidize driving by shifting the costs of car use onto development and the non-driving public.
- Required parking imposes significant direct and indirect costs, adding significant costs to development projects.
- From a developer's perspective, inflated parking ratios reduce the development potential of a site.



# Fine-tuned regulations

Elimination or reduction of minimum requirements:

- **Shared Parking:** encourages the consolidation and a reduction of a neighbourhood's parking facilities
- **In Lieu Fees:** paid by developers to a city in the place of building parking .
- **Unbundling Parking:** compels developers to sell or lease parking independently
- **Transit Zoning Overlays:** special zones with high level of Public Transport services.

If a project is well served by mass transit, the project might generate a lower parking demand than what would otherwise be the case.

# Parking maximums

- It is becoming more and more common for local councils to abolish parking minimums and to incorporate parking maximums to ensure that there is not an excess supply of parking
- **Parking maximums** restrict the total number of parking spaces that can be constructed at a particular development site.
- Conservative parking requirements allow better accommodation for public transit, walking and bicycling.

# Parking maximums in Tel Aviv Yafo

Tel Aviv Yafo municipality adopted parking maximums as a first step.

Developers are not permitted to construct more parking spaces than the allotted amount. They are encouraged to construct less.

The next step is to reduce the amount of parking spaces even further.

For example

Offices	Parking maximums
To date	1 per 40 m <sup>2</sup>
Stage 2	1 per 60 m <sup>2</sup>
Stage 3	1 per 120 m <sup>2</sup>
Stage 4	1 per 180m <sup>2</sup>

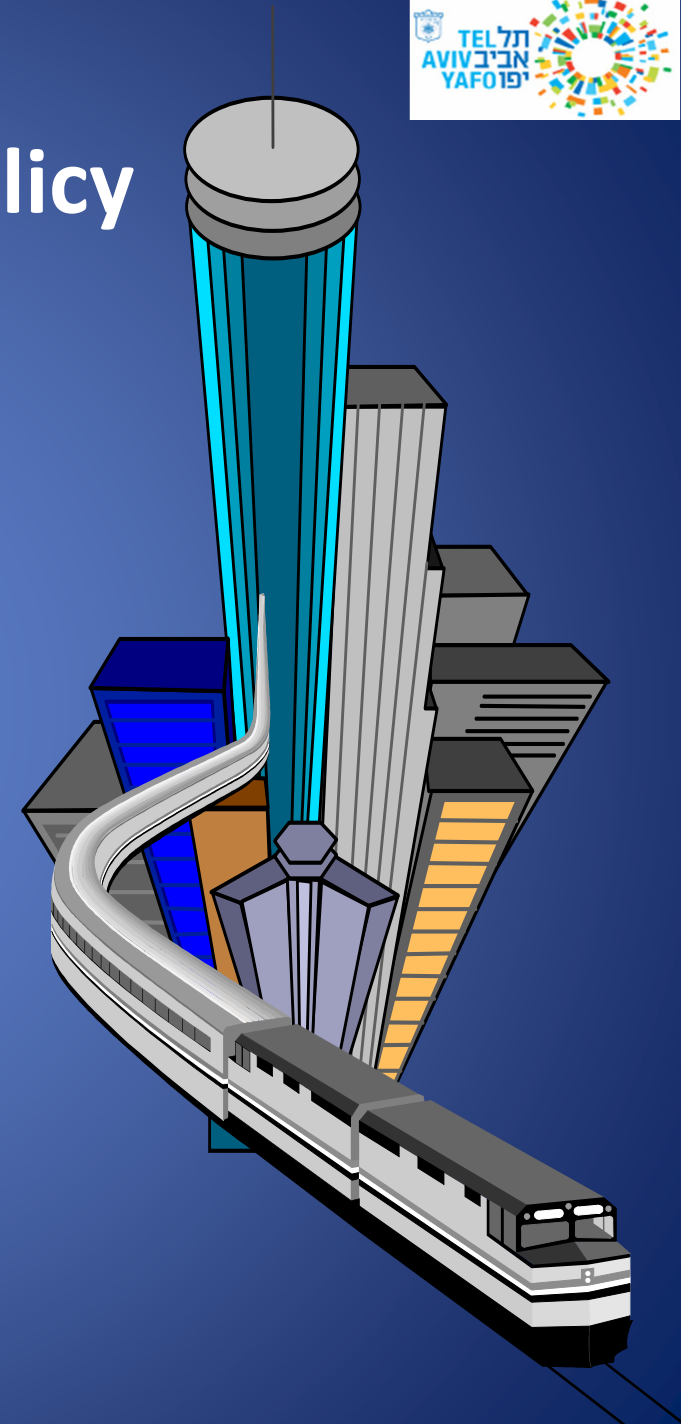
# Sustainable parking policy

The demand for parking is influenced by price and travel alternatives.

Creating conditions for residents to reach their destinations with minimum use of private vehicles.

Improving accessibility to activities such as work, shopping etc., by public transit, cycling, or walking.

Enforcing policy measures against those who arrive at their destinations in the metropolitan centre using a private vehicle.



# Tailoring parking requirements to project-specific conditions

## Transit zoning

- Introduced special transit zoning districts where parking requirements are cut near metro stations.

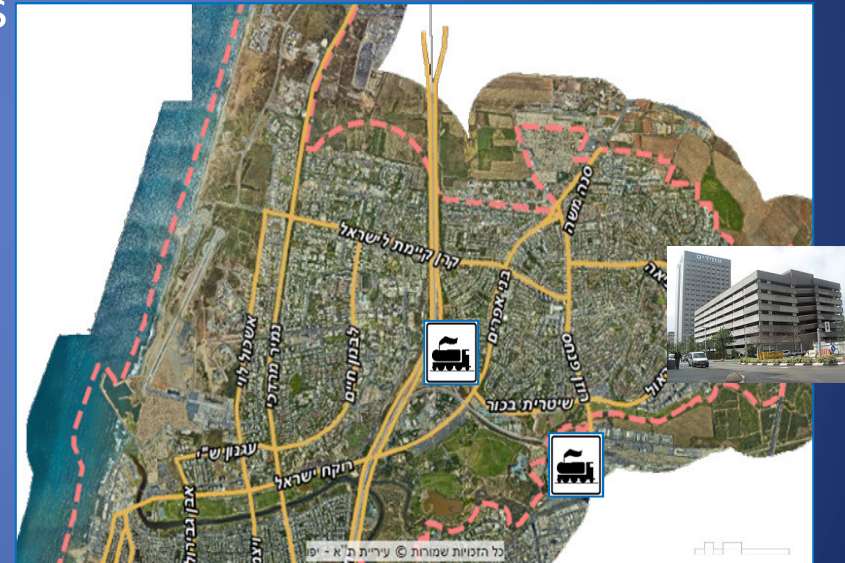
## *Peripheral Parking with Shuttles.*

- To provide peripheral parking locations outside the main activity center and offer shuttle service from those locations to the main core and employment sites



# Innovative transport solutions for high density employment areas

- Promote the use of innovative, alternative collective transport modes.
- Make high-density employment areas more accessible and more supportive of transit transport.
- Reduce dependency on private cars (single drivers), as the major mode of transport.
- Achieve a change in the modal split.



The project is part of civitas 2move2 initiative



## 2MOVE2

Stuttgart – Brno – Malaga - Tel Aviv

Thank  
you