

# Reduced Parking Footprint

## WHAT IS REDUCED PARKING FOOTPRINT?

“Reduced Parking Footprint” aims to reduce the total area of paved surfaces and allow rainwater and snowmelt to travel more naturally across the landscape to surface waters as well as filter down naturally to groundwater aquifers. Reducing the parking footprint reduces the amount of impervious surfaces in watersheds. Watersheds with 10 to 20% impervious cover are more likely to have degraded water quality in rivers, streams and groundwater.<sup>i</sup> Reduced parking footprint is a valuable tool when used in conjunction with other measures to protect drinking water and provide cost savings in the long-run.<sup>ii</sup>

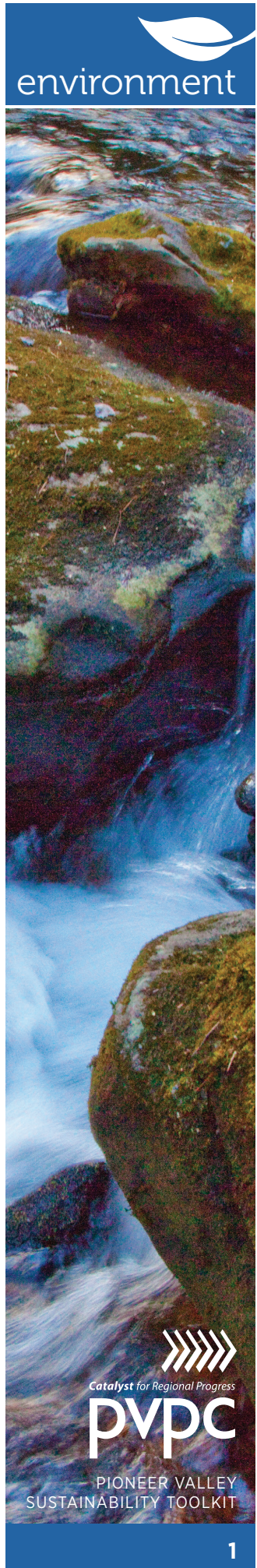
## HOW DO YOU REDUCE PARKING FOOTPRINTS?

Reduced parking footprint, in practice, may take many forms that are not new, but may require modifications to municipal by-laws and zoning. The intent is to limit the amount of land area dedicated to surface parking. Some options to reduce the parking footprint include:

- » Relax minimum parking standards or assign maximum parking standards;
- » Establish shared parking provisions for mixed-use development where adjacent uses that have peak parking demands at different times of day;
- » Encourage shared-footprint or multi-level parking design during site plan review.

Another strategy is termed “unbundled parking.” This option separates parking costs from leases or the purchase price of a condominium. Landlords then have the following options:

- » Parking can be bought or rented separately;
- » Discounted rental rates for residents who do not use their parking spaces;
- » Rental agreements with line items in the lease where parking cost may be negotiated or shared with another tenant;
- » A market for parking spaces would enable building owners or managers inventory and market vacant parking spaces to other users in the surrounding area.



Under most circumstances these efforts to reduce development parking footprints are commercially viable where land prices are at a premium rate and/or the development density and presence of other transportation modes like walking, biking, and transit, do not affect customer choice.

### Successful Project Examples:

**Seattle, WA:** Residential units were offered without parking at a lower price.

**St. Louis, Missouri:** Buyers could opt-out of purchasing a parking spot. The site was adjacent to mass transit (bus, light rail), which made the opt-out program possible

### Regulations and Incentives

To relax minimum parking standards for qualifying developments, towns can either pass ordinances or analyze parking through the site plan review process. Towns can also produce regulations either through zoning laws or site plan review for minimum, maximum and shared parking. Reduced parking footprint practices may be regulated in certain areas of concern (e.g.: public water supply districts, urban centers, transit hubs, etc.).

### Contact Information and Links

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY:

<http://www.epa.gov/>

MASSACHUSETTS DEPARTMENT OF ENVIRONMENTAL PROTECTION:

[www.mass.gov/dep](http://www.mass.gov/dep)

MASSACHUSETTS EXECUTIVE OFFICE OF ENVIRONMENTAL AFFAIRS:

[www.mass.gov/envir](http://www.mass.gov/envir)

VERMONT AGENCY OF NATURAL RESOURCES:

[www.anr.state.vt.us](http://www.anr.state.vt.us)

NH DEPARTMENT OF ENVIRONMENTAL SERVICES:

<http://des.nh.gov/>

THE CENTER FOR WATERSHED PROTECTION:

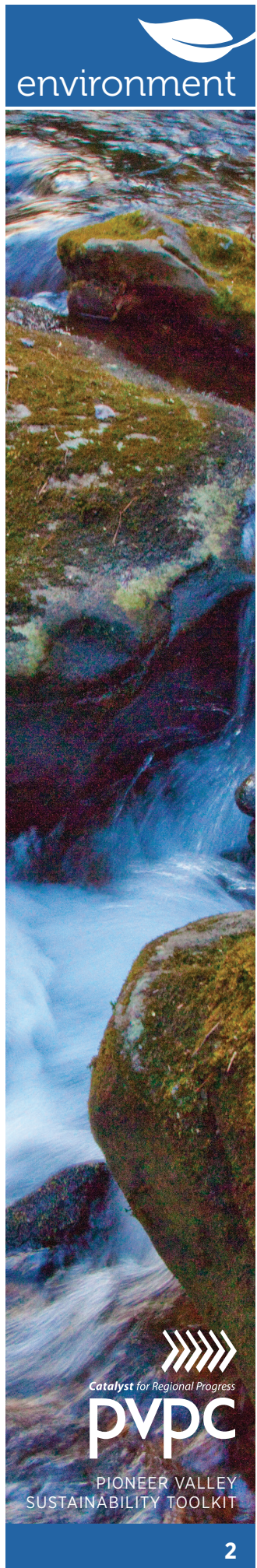
<http://www.cwp.org/>

THE STORMWATER MANAGER'S RESOURCE CENTER:

<http://www.stormwatercenter.net/>

URBAN LAND INSTITUTE:

<http://www.uli.org/>





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## FOR MORE INFORMATION, PLEASE CONTACT

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