

TECHNICAL MEMORANDUM

DARIEN PARKING STUDY

Analysis of Parking Zoning Provisions for Non-residential Zones



For:

TOWN OF DARIEN

By:

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1. INTRODUCTION

The Town of Darien has been experiencing steady demand for new development and redevelopment in its commercial zones in recent years. Parking issues have arisen in the course of the development approval process that indicated to the Planning & Zoning Commission and town staff that now was a sensible time to re-examine the zoning regulations' parking standards. One fundamental question is whether the zoning regulations allow the Town to adequately manage the private parking supply. In addition, the Town understands that the distribution, coordination, and management of the public and private parking supply can have a substantive impact on a variety of community qualities including vehicular and pedestrian safety, traffic, and business vitality, sometimes to the point of affecting community character and even quality of life, particularly in the downtown.

Parking is a complex issue. While on the surface it appears simply a matter of providing enough paved spaces to meet the need of a particular activity, in fact there is a dynamic relationship between parking and land use, each impacting the other in the context of numerous factors including location, adjacent activities, parking behavior, enforcement, cost, traffic, business vitality, proximity to transit, and overall intensity or density of development. In the long term this relationship has a deep impact on the sustainability and character of a community. An adequate, well-distributed parking supply also goes hand in hand with truly functional access within the community. This is particularly applicable to the community core or downtown.

This study can be viewed as a first step in the process of examining the dynamics of parking particular to Darien. Its scope and focus are targeted to zoning as a tool to manage the private parking supply. However, the development approval process which results in the private parking supply cannot occur in a vacuum. It must consider the public parking supply and parking management by the Town, and be informed by broader goals for the future shape of the community. Consequently, this study considers community development goals and public parking management in a collateral manner as it provides guidance about how to maximize the benefits of zoning tools for parking regulation. The challenge for this study was as much about maintaining a focus on zoning approaches, considering the breadth of issues that could be addressed relative to parking, as it was about identifying ways to strengthen the parking provisions in the zoning code. For example, this study addresses issues of parking lot aesthetics, landscaping, and stormwater management only minimally.

The product of this parking study is a proactive plan for amending the Darien zoning regulations to enhance the parking supply provisions and outlines other recommended tools for parking management. The goals of the study were to:

- 1) Determine if the current Zoning Regulations are appropriate, provide inadequate parking, require excessive parking, and/or result in poor utilization of parking;
- 2) Recommend revisions to the Zoning Regulations for appropriate parking provisions; and
- 3) Provide a qualitative assessment of the parking oversight processes by the Town of Darien.

Study Tasks

The scope of work completed for this project included five (5) integrated tasks including:

- 1.) Assessment of current parking management by the Town of Darien and identification of issues. This was accomplished with data collection and document research as well as a series of interviews with Town officials, staff, and community stakeholders
- 2.) Review and assessment of the off-street parking provisions within the current Zoning Regulations
- 3.) Conduct of a parking-lot occupancy survey for selected lots in the various non-residential zoning districts
- 4.) Development of recommendations for revisions to the Zoning Regulations for parking
- 5.) Preparation of this technical memorandum documenting the study findings

Study Context

Town Plan

The *Darien, Connecticut 2006 Town Plan of Conservation and Development* (Effective June 25, 2006) (the Town Plan) is a comprehensive document that serves as “a flexible blueprint for the continuing development of our community” (Town Plan page *iii*). It articulates the vision of Darien’s residents for the future and focuses on the goal of preserving and enhancing the valued small town/suburban environment. The Town Plan establishes the policies which guide the content of the zoning regulations. One of the basic purposes of the zoning regulations is to facilitate the implementation of the Town Plan and guide development consistent with its vision. Consequently, the Town Plan elements that set policy for the transportation system as well as for land use provide the context within which this re-evaluation of the zoning language for parking was considered.

The Town Plan sets the stage for how the Planning & Zoning Commission will frame the regulations for parking. Relevant policies (paraphrased) from the Town Plan for parking supply management and related facilities include to:

- Continue the commitment to upgrading (enhancing the setting, access, and long term viability) all of the commercial districts within the Town
- Continue to encourage vibrant commercial areas; continue to encourage small businesses
- Maintain the existing zoning density pattern which encourages higher density development near train stations
- Recognize downtown parking needs for shoppers, employees, and commuters, while balancing this with growth and redevelopment within the business district
- Continue to monitor the supply and demand for parking among these groups
- Create a pedestrian friendly downtown which encourages people to park once and walk from one business to another
- Support the provision of public transportation

Connecticut Statutory Authority for Zoning Provisions for Parking

The Connecticut General Statutes (CGS) - Sec. 8-2 authorizes the municipal zoning commission (or planning and zoning commission) to regulate the erection, construction, reconstruction, alteration or use of buildings or structures and the use of land. The regulations may provide that certain kinds of buildings, structures or uses of land are permitted only after obtaining a special permit or special exception, subject to standards set forth in the regulations and to conditions necessary to protect the public health, safety, convenience and property values. Such regulations must be made in accordance with a comprehensive plan and must be designed to lessen congestion in the streets; to secure safety from fire, panic, flood and other dangers; to promote health and the general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population and to facilitate the adequate provision for transportation, water, sewerage, schools, parks and other public requirements.

The sole specific statutory authority specifically related to parking occurs in the CGS Section 8-2c authorizing a zoning commission (or planning & zoning commission) to require payment of a fee in lieu of parking requirements. The commission may adopt a regulation that allows an applicant to pay a fee to the town in lieu of any requirement to provide parking spaces in connection with any use of land. Such regulation must provide that no fee be accepted by the town unless the commission has found that the number of parking spaces which would be required in connection with the proposed land use: (1) Would result in an excess of parking spaces for that land use or in the area surrounding it; or (2) Could not be physically located on the parcel of land for which the use is proposed. The regulation must further provide that the amount of the fee be determined in accordance with a formula or schedule of fees set forth in the regulations. In any case in which a fee is proposed to be accepted in lieu of a parking requirement, a two-thirds vote of the commission is necessary to accept payment. Any such payment to the town, city or borough must be deposited in a fund established solely for the acquisition, development, expansion or capital repair of municipal parking facilities, traffic or

transportation related capital projects, the provision or operating expenses of transit facilities designed to reduce reliance on private automobiles and capital programs to facilitate carpooling or vanpooling. The proceeds of such fund shall not be considered a part of the municipal general fund.

2. CURRENT CONDITIONS

This study examined current parking conditions in Darien from three perspectives. An occupancy survey was conducted. The zoning regulations, as they relate to parking, were examined in-depth. Third, key stakeholders were interviewed.

Parking Supply and Utilization

A parking utilization assessment was conducted for this study through direct observation to better understand how the current supply of spaces is meeting the demand. This helps to answer the question of whether the zoning regulations have resulted in an adequate supply, shortage, or an abundance of parking spaces. The scope of this study did not allow for a comprehensive evaluation of all the parking supply in all the commercial zones in Darien. Consequently, it focused on a select representative sampling of parking lots. The locations were selected in consultation with the Darien Planning & Zoning Office to capture information relative to the area of greatest concern for the future (the downtown) and areas where the supply relative to demand is most in question. The conclusions of this study and recommendations work from the assumption that the occupancy survey findings are reasonably representative of conditions throughout the commercial zones in Darien and the downtown in particular.

Occupancy Survey

Parking occupancy surveys were conducted at six locations in non-residential zones in Darien to gauge the parking demand in comparison to the supply. The surveys were conducted on Thursday, Oct. 26, and Saturday, Nov. 4, 2006. The survey periods were chosen to reflect typical midday weekday and Saturday peak-demand conditions.

To collect parking occupancy data, the number of parked vehicles was counted at each parking facility every half-hour during the duration of the survey. The type of each occupied space was noted. The following table shows the peak observed parking occupancy rates for each location (by type of parking space) for the weekday and Saturday survey periods.

Table 1: Parking Occupancy Survey Summary

<u>Location</u>	<u>Type</u>	<u>Duration</u>	<u>Zone</u>	<u>Spaces</u>	<u>Peak Weekday Occupancy</u>	<u>Peak Saturday Occupancy</u>
Trader Joe's	General	Open	DB-2	106	79%	100%
Goodwives	General	Open	DC	486	48%	62%
Wachovia Bank at Nor. Hts.	General	Open	DC	30	37%	53%
Noroton Heights	General	Open	DC	325	67%	63%
Sport Shop/Theater	General	Open	CBD	176	66%	69%
Center Street South	Permit	Permit/Daily	CBD	28	100%	25%
Center Street South	General	3-Hr Public	CBD	44	89%	55%
Center Street South	General	2-Hr Public	CBD	57	100%	95%
Center Street North	Permit	Permit/Daily	CBD	24	67%	25%
Center Street North	General	3-Hr Public	CBD	50	48%	44%

Source 1: Fitzgerald & Halliday, Inc., December 2006

As the table indicates, the highest occupancy levels on the weekday were the permit parking and the 2-hour parking areas at Center Street South; both of which reached maximum capacity. During the Saturday survey, the two highest occupancy levels occurred at Trader Joe's, which also reached maximum capacity, and the 2-hour parking area at Center Street South, at 95 percent. A parking facility is generally considered to have reached capacity when it is 85 to 90 percent full, as some spaces are always lost to obstructions (like snow or stray shopping carts) or poorly situated vehicles (Highway Research Board).

Figure 1 depicts the parking occupancy levels over the course of the weekday survey, and Figure 2 shows the Saturday parking occupancy levels.

Figure 1: Weekday Midday Occupancy

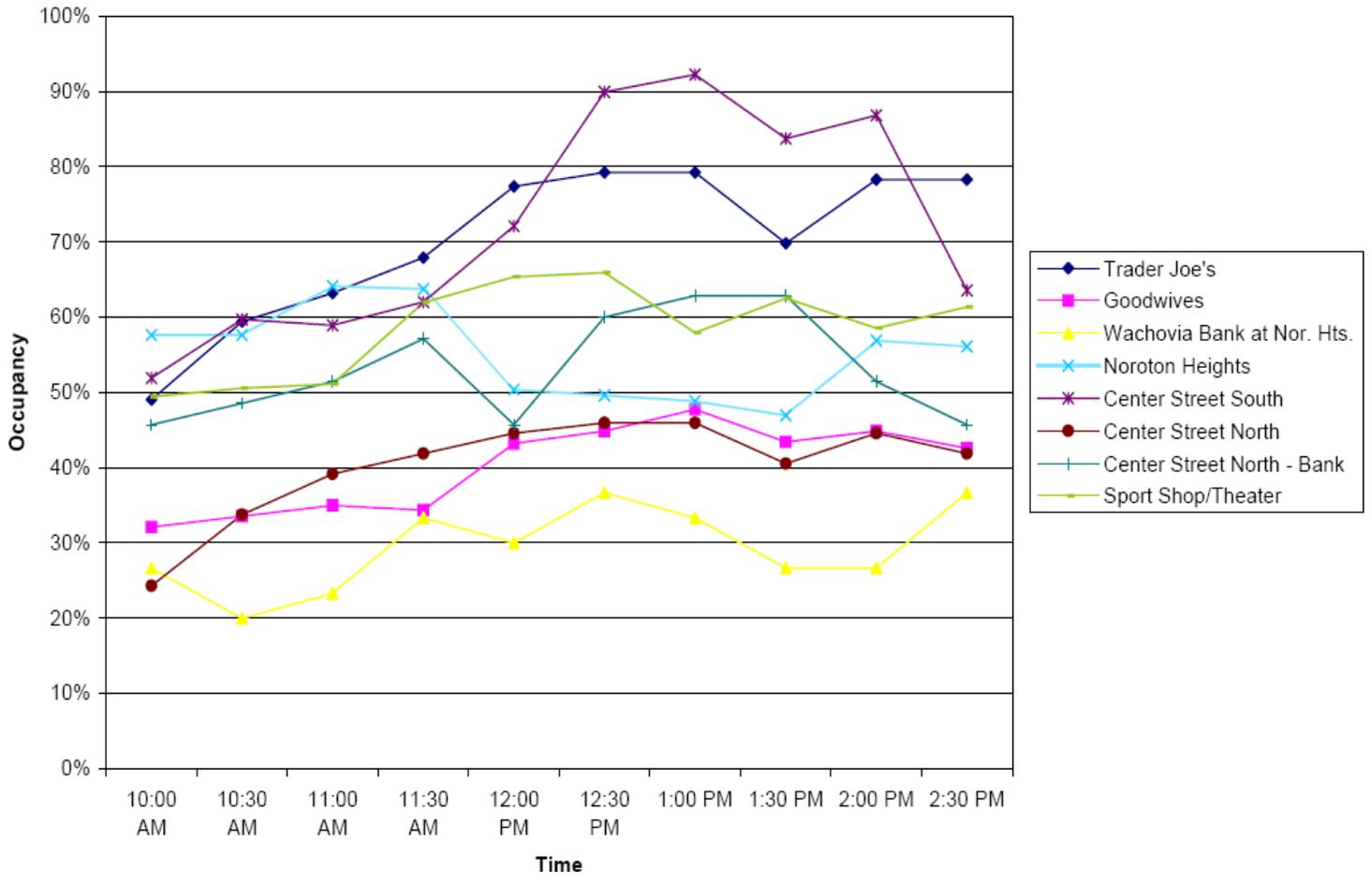
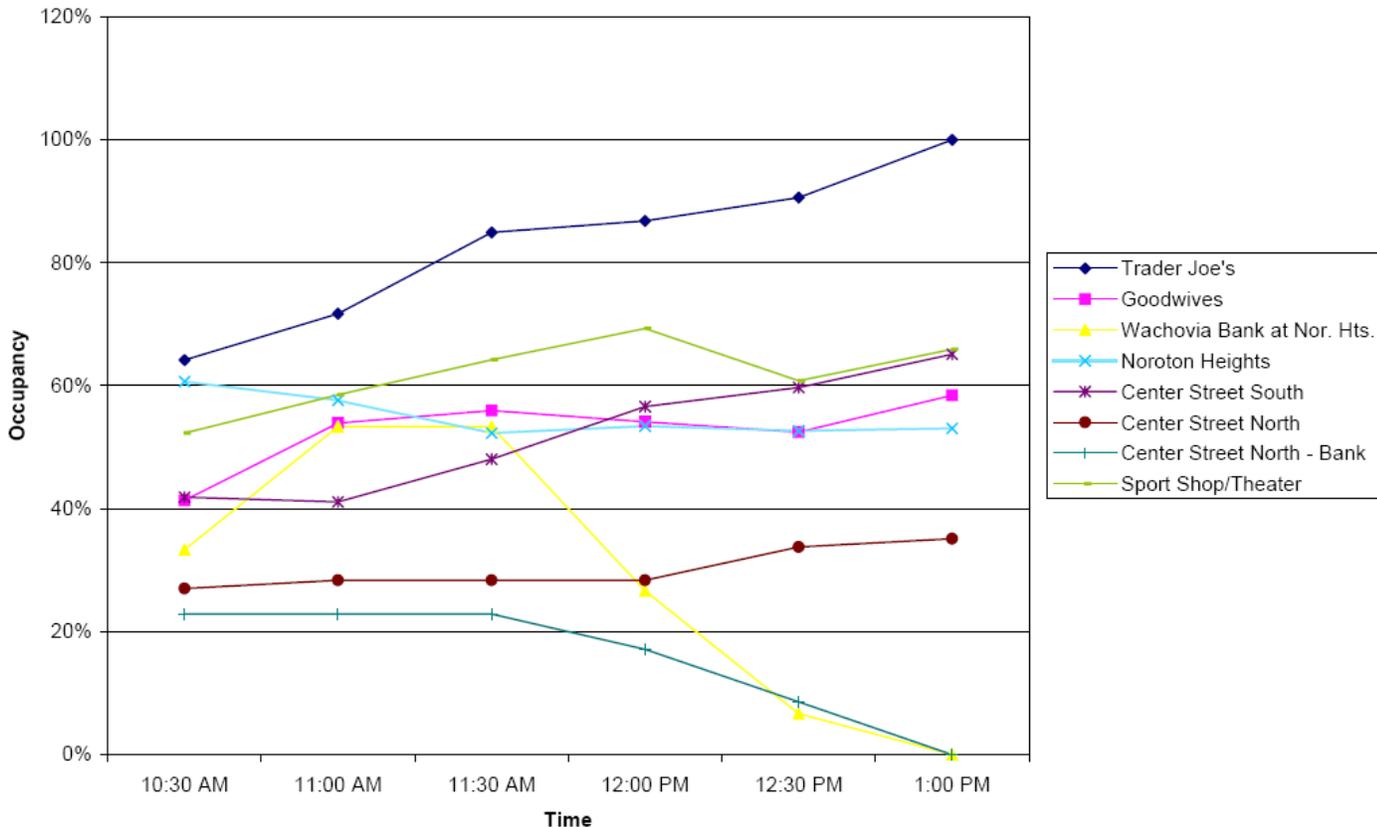


Figure 2: Saturday Midday Occupancy



Downtown Area Findings

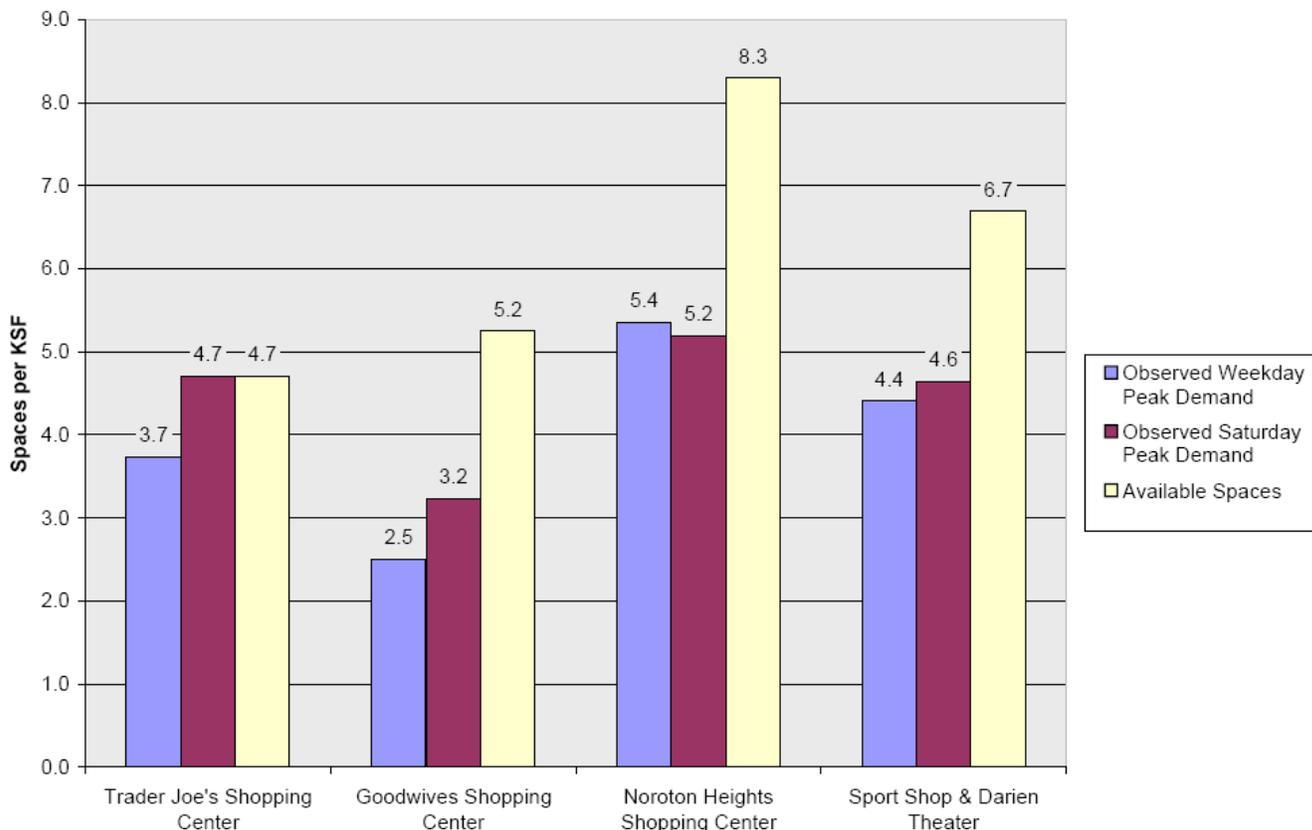
The parking occupancy survey results indicate high weekday occupancy levels in Center Street South under existing conditions. Overall, the parking occupancy level in the three surveyed downtown lots peaked at 266 spaces at 12:30 PM during the weekday observation, equaling 70 percent of the total 379 spaces available. In addition, parking occupancy in the surveyed lots in the CBD remained equal to or greater than 60 percent between 12 noon and 2:30 p.m. While the survey represents only a sampling of the parking availability in the CBD, it serves as an indicator of parking demand in the downtown in general. Ideally, the typical peak parking demand should reach only 85 percent of the parking supply; leaving enough parking in reserve so that motorists can find an available space without inordinate searching. Parking reserves are also necessary to overcome loss of spaces due to snow. Parking reserves of less than 15 percent can also contribute to routine traffic congestion in the downtown area as drivers circulate looking for the best parking. While there is remaining capacity in the public parking lots downtown with today's

usage above and beyond the 15 percent reserve, that capacity appears limited at somewhere between 10 and 20 percent.

Findings – Other Non-residential Zones

Outside the CBD, the parking demand was calculated as a ratio of spaces per 1,000 square feet of gross floor area of the facilities that were served by the parking. The observed peak demand rates are shown in Figure 3, along with the parking availability. For comparison purposes, under current zoning regulations, on average, one parking space is required for each 100 sq. ft. of retail (commercial sales and service) floor area, yielding 10 parking spaces for each 1,000 sq. ft.

Figure 3: Parking Ratios



The chart indicates that at the Trader Joe's shopping center, the peak demand filled the available parking capacity. At the other three facilities observed, peak demand fell well short of the available parking supply. The zoning regulations do not include a space requirement for a

shopping center. Consequently, the exact number of spaces that would be required for each of these sites could not be readily calculated for this analysis. However, the table indicates that the available spaces per site are well below the average retail use requirement.

The finding for the Trader Joe's site reflects a notable phenomenon. This type of business is unique in that it is both a retail/grocery store and a destination. Patrons go there for the unusual shopping experience and the store expects to draw visitors from a wide geographic region, unlike a typical supermarket. The zoning regulations do not consider the unique demands of such exceptional uses. As a consequence it may well be that the site design approval for this development was not able to fully consider the parking demand or consequences.

Future Parking Demand

This study also considered potential future parking demand downtown. The purpose was to do a quick assessment of recently approved developments that may rely all, or in part, on the use of the current municipal parking supply and to relate that to the availability of those spaces to meet long term demand. Again the scope of this study did not permit a complete analysis of all the potential demand for parking throughout the downtown. Therefore, this analysis works from the assumption that an examination of recently approved developments provides reasonable insight into constraints on future parking in the downtown overall.

There are currently two projects which have been approved but not yet constructed, Panera Bread and the Rowayton Bank development. These two projects require a combined total of 426 off-street parking spaces to meet current zoning regulations. According to traffic studies conducted by the developers, based on shared parking analyses and observations of similar facilities, these two proposals are expected to generate a collective weekday midday peak parking demand of 145 parking spaces. It is notable that this estimated demand is much less than what the zoning regulations now require.

To offset the parking demand of these two developments, a combined total of 72 spaces will be provided on-site, with an additional 5 spaces expected to be created on-street as part of the construction. The proposed 77 new parking spaces will leave an estimated demand of 68 spaces that need to be accommodated by existing parking. A total of 82 parking space stickers have been purchased from the Town to accommodate this demand. Yet, there is a finite limit to the parking demand that can be absorbed by existing municipal supply. Currently, the availability of municipal parking in the Grove Street, Tilley, Mechanic Street, Center Street North and Center Street South lots, combined with the on-street parking along Tokeneke Road, totals 586 spaces. Given the need to allow 10 percent of the spaces in reserve (set aside as explained above), the available parking is effectively 527 spaces. Assuming the parking occupancy surveys are representative of the overall downtown area, it may be concluded that weekday midday demand currently occupies 60 percent of the available parking, representing 352 spaces. Accordingly, the

equivalent capacity of 175 public parking spaces remains in the downtown area to absorb demand from future downtown developments if attendant on-site parking is not constructed. If the 82 spaces conveyed to the Panera Bread and the Rowayton Bank developments are subtracted from this number, this means that there are effectively 93 available/uncommitted parking spaces among the municipal lots surveyed.

It should be noted that on December 5, 2006, the Darien Planning & Zoning Commission approved a mixed-use project on the south side of the Boston Post Road adjacent to the Center Street South municipal parking lot (for the 1020 Boston Post Road property – the “Genovese” project). As part of this project, the Town will acquire a perpetual easement over some newly created parking spaces, which will function as an extension of the Center Street South municipal parking lot. Because this Study was well underway while this project was in the development review stage, the project and its parking ramifications have not been incorporated as part of this analysis. As noted herein, however, the Center Street South lot is now nearly at capacity for certain periods of the day both on weekdays and Saturdays. In addition, the Town Planning & Zoning Director notes that two other parcels in the downtown adjacent to the Center Street South municipal lot have potential to be redeveloped in the next 5-10 year general time frame. Possible impacts on the utilization of the Center Street South parking lot should be considered in light of these programmed and anticipated ongoing downtown redevelopment projects.

The number of open parking spaces while limited does not represent all of the available parking downtown. There may be a number of available spaces in underutilized private parking facilities which could meet some portion of the future demand. For example, as shown in Figure 3, the Darien Sport Shop/Theater parking lot was only 68% occupied at peak usage. This leads to three general conclusions.

1. There is a need for more timely information on the remaining supply of available municipal spaces to enable the Planning and Zoning Commission to make informed decisions about allowing those parking spaces to be assigned to new development downtown. The Commission should be able to determine whether there are municipal spaces actually available to provide.
2. Too, there is a need to understand the downtown parking supply as a whole, including potential future demand, and opportunities to meet the demand long term. This information is essential to framing how the zoning regulations should regulate new development and attendant parking downtown.
3. Third, the Commission in conjunction with the Board of Selectmen should explore opportunities for more public-private partnerships to take advantage of some of the underutilized private parking in and near the downtown in a manner that benefits all the stakeholder parties.

Management System Overview

Information on the current system for parking management of public parking in Darien was obtained from the stakeholder interviews. The following summarizes how the program and process operates:

- Parking management responsibilities are distributed to various bodies within the town government with no single department responsible for the oversight or overall management. A single staff person manages the issuance of permits and vouchers.
- The system uses a combination of vouchers, permits, and posted time limits to manage the use of the municipal parking supply.
- Enforcement is primarily on a reactionary basis; meaning citations may be issued as complaints are filed. There is no centralized system for handling the receipt of parking fines from citizens coming to Town Hall to handle their citations.
- Current designation of 2-hour and 3-hour parking spaces in the Center Street South municipal lot confuses many patrons. This confusion complicates enforcement and may contribute to some tickets being waived.
- The Center Street lots are generally fully utilized, while the Mechanic Street lot is under-utilized.
- Morning occupancy counts indicate some commuters are parking outside designated commuter spaces.
- The pricing of commuter vouchers and permits encourages those who park often but not regularly in a municipal lot to purchase a permit. This means some spaces set aside for permit parkers are regularly vacant.
- There is some use of the voucher system to allocate spaces to downtown employees. Yet there are no mechanisms to allocate outlying parking spaces to employees and encourage them to use slightly more remote parking in order to leave the most convenient spaces available for downtown patrons.

Zoning Strengths and Constraints

The *Zoning Regulations of the Town of Darien, Connecticut* was adopted in May, 1999 and last revised effective July 23, 2006.¹ They include numerous provisions for parking that appear in a multitude of locations, but most prominently in Section 900 containing off-street parking, loading, and vehicular access requirements. The regulations cover a broad range of parking matters and do provide the Planning & Zoning Commission with some discretion in their decision-making process. Under current practice, the Planning and Zoning Commission has been exercising this discretion liberally but basing their decisions on actual experience and knowledge of the subject location and/or a professionally prepared parking studies offered by the applicants. However, there remain a number of opportunities to strengthen the zoning provisions, add clarity to them, and to respond more effectively to today's parking issues in Darien. The focus of this study and this analysis is exclusively on the parking provisions as they affect the business zones (including mixed-use zones) established by the regulations. The following table lists the zoning regulations' parking provisions (paraphrased) and identifies strengths and challenges of utilizing each.

¹ A subsequent zoning regulation amendment was adopted by the Commission and took effect December 31, 2006, but none of the provisions regarding parking were affected by those changes.

Table 2: Darien Zoning Regulation Strengths and Challenges

Section	ZONE/TITLE	Language Synopsis	Strengths	Challenges
226 and 227	Illustration and Graphics	Graphic of typical arrangements for parking and loading area	Gives clear visual of Commission preferred design	Does not show sidewalks, stormwater facilities, transit stops, or bicycle parking/access
384	Non-conformity Other than Use	A building that is conforming in use but has non-conforming height, yards, land coverage or parking, shall not be increased in non-conformity without a variance from the ZBA	States the intent to prevent any increase in parking that does not conform to the regulations	Does not create an opportunity to correct any non-conforming parking when a use changes, regardless of whether the change in use increases or decreases parking demand
384.2	Non-conforming uses and buildings	If land given to the Town for permanent use as part of a public parking area reduces a lot such that its dimensions do not meet requirements, the lot shall not be considered non-conforming.	Provides incentive for private land owner to dedicate parking to the Town	
423.c	Municipal use	Municipal uses must provide reasonable off-street parking consistent with Section 900, but the Commission can adjust the requirements based on the circumstances	Provides flexibility in the provision of municipal facilities	Does not provide any criteria for how the decision to modify requirements will be made. Raises the question of how public parking facilities will be treated as a municipal use
511.e	Design Business and Residential	Parking shall be designed in a manner that protects valuable natural features such as water courses	Raises natural resource protection as an objective in parking lot design	Standards for how to accomplish this would be helpful. Raises the question as to why this is not a universal requirement in all zones
531	Parking Residential	Establishes this zone to require a suitable transition between parking for transit and residential uses – includes design standards	Addresses the goal of enhancing transit access in Darien	

Section	ZONE/TITLE	Language Synopsis	Strengths	Challenges
605.b	Neighborhood Business	No parking shall be permitted in front of a building except where the setback is at least 75 feet (<i>NOTE: this language appears in most of the business zone sections</i>)	Contributes to maintaining community character	Must be used in conjunction with, yet appears to be inconsistent with Section 906.6 regarding parking setbacks in front yards; Can lead to confusion
616 a.(2)	Design Business 1	The Commission may modify the parking design standards provided no traffic or public safety hazards result	Offers flexibility in required parking to preserve existing buildings of 3000 s.f. or less	Must be used in conjunction with Section 1000; It is not clear why this provision is not applicable elsewhere
616.b	Design Business 1	No off-street parking is permitted between the street line and the front of the building	Helps maintain neighborhood character	Should include a Commission option to require parking to be relocated out of front yard area of a business, if possible, when change in use or re-use is proposed
622.b	Design Business 2	Business and professional offices are permitted except that medical offices shall be provided with parking in accordance with Section 904(I)	Intended to make special provision for existing homes with doctor's offices included	Parking requirements for medical offices appear incongruously/out of context in this section on permitted uses; They also appear in Section 904(I) and should be addressed in a consolidated way solely in that section
656	CBD – Special Controls	The Commission may grant a special exception that reduces the parking requirements for restaurants where it finds there is enough on-site parking space for all the uses on the site; the parking requirements of Section 904(I) still apply to the patron bar area	Addresses potential economies of scale where restaurants occur in a mixed-use building or setting	Special parking requirements for restaurants appear incongruously/out of context in this subsection; They also appear in Section 904(I) and should be addressed in a consolidated way solely in that section; This reduction still results in a high number of spaces for a restaurant; It is not clear why this provision is not applicable to other uses

Section	ZONE/TITLE	Language Synopsis	Strengths	Challenges
705	Designed Office and Research Zones	The Commission may permit a portion of the required parking spaces to be reserved as landscaped open space if that space can be used in the future for parking if needed and less spaces will meet the immediate parking demand	Helps minimize impervious surfaces dedicated to parking; recognizes parking demand may increase over time	No standards offered for how to calculate when this option would apply; It is not clear why this provision is not applicable elsewhere
903.2	Dedication of Parking	Required off-street parking which, after development, is dedicated to and accepted by the Town for public parking shall be considered to continue to satisfy the parking requirements for the use for which they were originally provided	Encourages dedication of parking supply to Darien	This will result in fluctuations in available municipal parking – providing some expansion in supply; This should be regularly monitored to keep track of overall public supply
904	Off-street Parking Spaces	Provides a table with 21 land uses and required spaces associated with each	Clear quantitative basis for determining required parking	Does not include requirements for some typical mixed use settings such as shopping centers; some requirements are dated; Lumps all non-specified uses in one category and gives the Commission discretion to determine what is reasonable without criteria for doing so

Section	ZONE/TITLE	Language Synopsis	Strengths	Challenges
905	Joint Parking	Sets standards for when the Commission may approve shared parking space requirements for two or more different use on a lot that is less than the sum of the requirements for each use	Provides some standards for shared parking – economies of scale	Does not allow shared parking based on time rather than use – a movie theater and office building that have activity at different times of the day could not share parking; Does not provide any quantitative manner for the shared parking reduction to be calculated
906.1	On-Site Location	Prohibits parking to be off-site from a use except one common facility can be provided for two adjoining lots	Provides option for shared parking	
906.2	Exception to On-site Location	The Commission may allow off-site parking in the same ownership and within 500 feet of the principal use where it determines it is impractical or unnecessary to keep the parking on the same lot	Promotes most convenient parking - one-stop for businesses patrons making multiple trips	Lacks criteria for how the Commission will make the determination of what is impractical or unnecessary
906.6	Parking Setbacks	Provides a table with setback standards to separate parking from property lot lines	Provides a buffer between parking and adjoining uses	Does not cross-reference with sections regarding parking in front yards of properties or cases where adjoining parking lots may be conjoined at the lot-line
907	Parking Structures	Prohibits parking structures except one level underground is encouraged in lieu of surface parking where this allows surface space to be used for open space, landscaping, or similar amenities	Can help maintain character of or enhance character of the business district where it is located	Due to the expense, developers unlikely to pursue this option since it cannot be used to expand parking supply or increase intensity of use

Section	ZONE/TITLE	Language Synopsis	Strengths	Challenges
908	Parking Design Specifications	Establishes seven specifications for parking space design	Requires design to result in safe and well maintained lot and refers to the parking graphic	Does not provide details on drainage design, pedestrian ways, and non-intrusive lighting
945	Landscaped Parking Areas	Requires perimeter landscaping and set back of pavement of 10 feet from any open stream	Provides visual buffer between parking and abutting uses; protects streams	Does not include landscape requirements for the interior of the parking lot including things like shade trees
1005.h	Standards for approval of a Special Permit	Calls for the Commission to consider the availability of off-street parking when approving a first floor office use in the CBD; This was intended to allow the Commission to approve a Special Permit for first floor office use when retail is not practical	Links off-street parking to land use in the CBD	The need for this language is questionable in light of other parking requirements in the regulations; Off-street parking needs should be considered for every development approval
1025.4	Site Plan Objectives– Circulation and Parking	Requires adequate off-street parking to be provided including provision for safe pedestrian movement within and adjacent to the property	Clearly states that safe, sufficient parking and pedestrian access is a Town goal for any site plan	The Town does not have a traffic engineer who can review parking designs; Section does not enable the Commission to request a parking impact or parking demand assessment
1057	Dedication of Public Parking Areas – Special Uses	Sets conditions for dedication of parking space to the Town in the CBD – allows floor area to be two times the remaining lot area after dedication of parking area.	Provides several incentives to property owners to dedicate parking to the Town	Wording in 1057c and 655e should be checked for consistency; Section 1057 wording regarding open space may be redundant or unnecessary

Stakeholder Interviews

Interviews conducted with key stakeholders in the community provided insight into their experiences with the parking supply in Darien. Whether approving new developments with associated parking, dealing with customers who must find parking convenient to their business, or managing the parking permit program, their day-to-day dealings with parking provided hands-on knowledge of how the current parking supply is functioning. Those interviewed included:

- Town Administrator
- Town Planner
- Department of Public Works
- Police Department
- Downtown Revitalization Inc. – Main Street Program
- Chamber of Commerce
- Planning and Zoning Commission
- Board of Selectmen – First Selectwoman

The findings from these interviews are reflected in the parking management discussion above and summarized and reflected in the issues listed in the following Section 3 of this memorandum.

3. PARKING ISSUES, GOALS AND OBJECTIVES

The issues for parking were identified through the stakeholder interviews and findings of the technical analysis. These have been summarized and grouped into two categories as they relate to zoning and zoning process or as they relate to parking management. The top issues noted by several of those interviewed (in no specific order) are listed for each of these categories.

Zoning Issues

- The regulations lack clarity relative to parking requirements and standards
 - They are perceived as too stringent and/or complex
 - They are perceived as a deterrent to business growth downtown
 - They are perceived as being applied inconsistently
- The Commission does not have real-time information about the availability of municipal parking spaces to assist them in deciding about new downtown development proposals that are constrained for parking
- Parking supply for some land uses is not well matched to demand
- Parking requirements can constrain the Town's ability to meet the goal of increasing intensity of uses downtown
- Interconnectivity of parking downtown should be more strongly encouraged – like plans for the Center Street lot expansion
- There is no town traffic engineer to review proposed parking plans
- The regulations do not include some contemporary approaches to parking that could expand Commission options for directing the supply downtown
- The regulations do not provide enough incentives to prompt developers to offer creative solutions to employee parking
- Some parking waivers must go to the ZBA as requests for variances

Management Issues

- Utilization of municipal lots is not monitored - this information could be helpful in adjusting the parking management program
- Commuters are parking in private lots
- Mix of vouchers, permits, and varied timed spaces all in the same lot is confusing – leads to wrong parker in wrong locale
- Pricing structure is confusing/appears inconsistent for vouchers versus permits
- Poor signage and maintenance of pavement striping
- Overflow from one private lot can end up in an adjacent private lot
- Employee parking - vouchers are costly/burdensome for employers/employees; but when employees park close to their business, it takes spaces away from the patrons

- Short peak demand at restaurants with take-out leads to improper parking
- Inadequate manpower to police off-street municipal lots – there is only one staff person to administer the permits and vouchers program
- Shortage of commuter spaces – especially near the Noroton Heights station

Goals and Objectives for Parking

Goal A: Promote efficient provision and use of parking supply

Zoning objectives

1. Maintain a comprehensive, up-to-date listing of land uses typically occurring in Darien and related industry estimates of demand
2. Ensure actual parking demand by use is well aligned with parking requirements
3. Provide for reduced parking requirements for mixed-use environments such as shopping plazas and increased requirements for unique ‘destination’ uses that may attract patrons from a wide geographic area.
4. Continue to provide incentives for creative parking solutions

Management objectives

1. Provide a well-administered program of parking fees, management of municipal lot usage, and enforcement
2. Monitor the use and maintenance of the municipal parking resources
3. Establish a strategic parking supply program to respond to municipal parking improvement needs

Goal B: Support 2006 Town Plan goals

Zoning objectives

1. Continue to encourage parking design that contributes to preservation and adaptive re-use of historic structures
2. Continue to promote provision of pedestrian facilities and amenities associated with parking
3. Provide incentives for new parking that complements the fabric /aesthetics of the downtown

Management objectives

1. Ensure continued maintenance and enhancement of the municipal parking facility spaces as well as amenities such as landscaping

Goal C: Develop a strategically planned *downtown* parking supply that is well located, meets long-term demand, and supports sustainability of downtown businesses

Zoning objectives

1. Provide expanded opportunities for creative parking solutions downtown
2. Continue to provide incentives for contributions to the municipal parking supply in lieu of building private parking spaces
3. Provide incentives for parking that links with the pedestrian circulation system and transit
4. Encourage programs for off-site downtown parking within easy walking distance of associated land uses in lieu of on-site parking

Management objectives

1. Develop a strategic supply/enhancement plan for downtown parking
2. Facilitate reliance on municipal spaces downtown
3. Ensure adequate public awareness and information on downtown parking options
4. Improve walkability relative to access to parking - enhance pedestrian amenities

Goal D: Treat development applicants equitably and consistently particularly in recognition of legal constraints on non-conforming situations

Zoning objectives

1. Enhance specificity of the Zoning Regulations where possible
2. Provide criteria and standards for decision-making where possible
3. Minimize the need for variances for required parking

Management objectives

1. Ensure public awareness/public outreach to inform residents and business owners of proposals that substantially alter parking conditions in the community
2. Coordinate management of municipal commuter and public parking in a manner that will enhance parking service to both categories of parking patrons

4. RECOMMENDED ACTIONS

In general, the aim of the following recommendations is to modify the zoning regulations for parking in Darien such that they include fully clear, more easily understood requirements well related to parking demand and accompanied by well articulated, objective and measurable criteria for decision-making by the Planning and Zoning Commission.

Outside the Central Business District

Zoning provisions for parking must balance the community need to ensure there is an adequate supply of parking against other community goals such as maintaining neighborhood character and at the same time not create an oversupply of parking, resulting in too much pavement. In Darien this can be accomplished in the community at large with what can be considered fundamental requirements including:

- Maximum as well as minimum parking requirements by land use
- Clear standards for parking facility/lot design
- Clear, objective and measurable criteria for how the Commission will evaluate parking components of development applications
- Encouragement of efficient use of land set aside for parking with shared parking, reduced space requirements for mixed-use developments (such as shopping centers), and allowances for green parking (use of pervious parking surfaces) and/or unpaved areas reserved for future parking supply

Darien uses some of these approaches. Specific recommendations for supplementing the current language in these non-residential zones are provided below.

Within the Central Business District

The CBD presents unique challenges for parking. Space set aside as surface parking can interrupt the visual character and fabric of the downtown. In addition, land utilized exclusively for parking reduces the area available to meet Darien's goals for increased vitality of development downtown. Yet, without adequate parking, the downtown will not flourish. The stakeholders interviewed for this study expressed concern with these issues.

In order to address these challenges, the provision of parking in the CBD must be a partnership between the community and private property and/or business owners. Both the business community and the Town share the common goal of a sustainable economy downtown and parking is essential to accomplishing that. The zoning regulations as well as the management system should support and foster such relationships.

As a first step, it is recommended that Darien develop a strategic parking supply plan for the downtown. This plan should identify target locations for developing municipally owned parking facilities that can meet most of the future downtown parking demand. Such a plan would:

- Assess maximum potential yet realistic future downtown development (buildout),
- Analyze the existing supply versus the long term demand
- Identify target locations for new or expanded municipal parking facilities to meet the demand by type of parker (commuter, employee, business patron) and
- Establish a prioritized implementation program including a multi-faceted funding approach

This approach has the benefits of maintaining the maximum developable land for a vibrant mix of uses downtown while ensuring that there is adequate supply of parking consolidated in well designed locales. It will also forward the goal of a walkable downtown where visitors and residents can park once and walk to several destinations. In order to follow through on this approach, the zoning regulations should also be modified to:

- Provide the greatest variety of options for both developers and the Planning and Zoning Commission when meeting the parking demand downtown – but with clear criteria for when varied approaches are applicable and how
- Consider allowing parking structures to be built downtown, as a Special Permit use with carefully crafted standards for setback, architectural design, and physical encroachment limitations
- Support gradual shift by new development or redevelopment to greater reliance on the municipal parking supply

The parking management system would also need to be modified to take a comprehensive approach to overseeing implementation of the strategic facility development plan, manage construction of new facilities, and provide for ongoing maintenance.

Specific Zoning Recommendations

It is recommended that the Town of Darien employ four broad strategies to strengthen the zoning regulations for parking:

- 1) Consolidate most parking related language into Section 900 of the regulations for clarity and ease of use.
- 2) Add as clearly specific criteria and/or standards for decision-making as possible in each instance where the Commission has the option of waiving or reducing the parking requirements in some manner.
- 3) Add options for meeting the parking requirements in the downtown - make these options Special Permit activities to add transparency to the decision-making process (required public hearing) and to enable the Commission to retain full control over approval of alternative parking plans on a case-by-case basis, with clearly defined criteria being applied.
- 4) Provide more, and clear, incentives for developers to meet Darien parking objectives.

Specific recommend actions that could implement these more general recommended strategies are itemized below. When applicable, examples are provided.

1) Consolidated/Enhanced Section 900 of the Regulations

- a) Create a subsection of the regulations that contains all requirements for parking location, circulation, setback, landscaping, stormwater management, natural resource buffers, residential buffers, bicycle and pedestrian access, and transit access. A matrix could be created similar to the bulk and height standards matrix (Section 406) to show requirements applicable in each zone. Then, delete redundant language in other sections of the regulations and cross-reference this where applicable.
- b) Update the graphic (Section 226 and 227) that shows preferred parking lot design to include sidewalks, pedestrian ways, bicycle parking, transit passenger loading, interior landscaping, and stormwater management design. (See example in Appendix A).
- c) Add a subsection to Section 900 for parking in the CBD and move all requirements there related to this new subsection.
- d) Add land uses to the table in Section 904 to include ones that appear to be common in Darien and/or for which standards are lacking including banks, shopping centers, pharmacies, movie theaters, post office, supermarket, high turnover restaurant (versus so-called quality restaurants with longer dining time per party). Move any references to required parking spaces for some uses (i.e. Section 622.b) to this table/section. (See sample approach in Appendix A).
- e) Add maximum as well as minimum space requirements for parking. (See sample approach in Appendix A).

2) Added Criteria and Standards

- a) Add language that specifically requires a *parking* impact study for any Site Plan or Special Permit proposal that requests a deviation from the required parking standards. This study should stand alone/be distinct from any traffic impact study. The parking impact study should establish how the proposed parking supply will meet projected demand. Such a provision would codify and substantiate current practice of the Planning and Zoning Commission.
- b) Add a requirement specifically for a parking impact analysis for unique uses where industry standards for demand may not be available. Ask for information on existing similar uses and/or market data.
- c) Allow up to a maximum 30% reduction in required parking in any zone as a Special Permit authorized by the Commission based on the findings of a parking impact study. An evaluation of the impact of parking management strategies sponsored by the Victoria Transport Policy Institute (April, 2006) found that techniques such as shared parking, remote parking, flexible standards, and parking maximums each can reduce parking demand anywhere from 10 to 30 percent.
- d) Further define criteria for decision-making on Special Permit requests for parking reductions, waivers, or other parking variations (e.g. parking structure) (See sample approach in Appendix A)
- e) Add specific criteria for estimating spaces needed with a shared parking arrangement (the Darien regulations do include some shared parking guidance). Provide a methodology for calculating the number of spaces needed based on the combination of uses in question. Remove the prohibition on shared parking based on evening versus daytime uses and weekend versus weekday uses – apply shared parking calculation methodology. (See sample approach in Appendix A)
- f) Define what is meant by traffic hazard, pedestrian hazard, or safety hazard created by parking – parking that result in an increase in potential uncontrolled vehicle conflict points either within the facility or at entrance/exit points to the parking.
- g) Arrange for a consulting traffic engineer to provide referral as needed on any parking impact report and specify this referral in the regulations. Any fee would be payable by the applicant.
- h) Allow ‘green’ parking (use of pervious surfaces) as overflow parking. The amount of pervious area should be determined based on a parking demand assessment provided by the applicant that demonstrates the typical peak daily demand versus the seasonal/periodic demand (such as seasonal peak at a Christmas Tree Shop).
- i) Allow undeveloped land and/or landscaped space reserved for future development as parking in any zone. The amount of reserve area should be determined based on a parking demand assessment provided by the applicant that demonstrates anticipated long-term

growth in demand. Darien allows landscaped reserve parking in the Design Office/Research zone. It should be applicable in all non-residential zones.

3) CBD Zone Options

- a) Modify Section 907 to allow multi-level parking (including structures) downtown or in areas adjacent to the downtown. Related to that, Section 650 should be amended to specifically allow parking structures as a Principal or Accessory Use requiring a Special Permit. Establish criteria for parking structure performance (safety, lighting, access, etcetera) required for approval.
- b) Allow a fee to be paid in-lieu of providing parking spaces. The fee per space would best be determined based on an analysis and advice of a parking financing expert.
- c) Provide a checklist of conditions allowing for reductions from parking requirements in CBD with a maximum total reduction of 30%. The checklist could include reductions for:
 - Creation of new/added municipal spaces
 - Direct reduction for any parking spaces acquired off-site, yet still in the CBD. Such off-site spaces may be designated for employee use. The acceptable distance from the lot to the associated use could be determined by walking distance (see table below) and/or availability of transit (private or public) between the lot and the associated use.
 - An automatic 15% reduction for location in the CBD – this can account for economies of scale in the community core.
 - Reductions as calculated for shared parking.
- d) Consider establishing a maximum percentage of required parking spaces that can come from the municipal supply per development in order to allow the Town to maintain sufficient public parking over time to meet anticipated long term demand. This may help prevent commitment of all available municipal spaces to downtown uses before plans can be implemented to supplement or expand that supply.
- e) Allow parking for any use to be off-site that is still located within 750 feet of the primary use on the property as a matter of right. The following table summarizes acceptable walking distances for various types of activities assuming good pedestrian connections. Acceptable walking distance is affected by the quality of the pedestrian environment, perceived safety, amenities such as pleasant walking surface and lighting, climate, line of site (longer distances are acceptable if people can see their destination), and “friction” (barriers along the way, such as crossing busy traffic).

Acceptable Walking Distances

Adjacent (Less than 100 ft.)	Short (less than 800 ft)	Medium (less than 1,200 ft)	Long (less than 1,600 ft.)
People with disabilities Deliveries and loading Emergency services Convenience store	Grocery stores Professional services Medical clinics Residents	General retail Restaurant Employees Entertainment center Religious institution	Airport parking Major sport or cultural event Overflow parking

Source: Victoria Transport Policy Institute (website)

- f) Provide referral to the parking authority for any downtown application.

4) Incentives

- a) Make allowances for connected parking lots and/or shared parking as broad as possible. There is a financial/economic advantage to developers to provide shared parking, allowing for more intense development on their parcel and lower overall development and maintenance costs. It will be important to ensure that pedestrian access among lots is maintained.
- b) Allow an increase in intensity of building use when a fee-in-lieu is paid upon an appropriate showing that the short term parking needs of the facility can be met with existing municipal or shared spaces.
- c) Allow some increase in lot coverage or intensity or financial incentive for creative parking solutions. In each case, the developer would need to quantify how the proposed solution provides a direct benefit to the Town and still provides adequate but not excessive parking. Such creative solutions might include:
 - a. Lease of spaces from municipal facility that would be designated/signed for use by the associated business
 - b. Purchase of permits in a municipal facility (currently allowed in Darien but not specified in the regulations)
 - c. Financial incentive to employees to park in a municipal lot/off-site lot
 - d. Providing a deck with parking underneath and new mixed-use space on top
 - e. Shuttle service
 - f. Adding pedestrian linkages to another parking facility with adequate available spaces such as new crosswalks, ramps, and stairs (such as was provided for the Dolcetti development)
 - g. Bicycle access and parking when this has direct links to a multiuse path or street with bicycle lane

- d) Consider allowing parking structures to be built, as a Special Permit use in any zone with carefully crafted standards for setback, architectural design, and physical encroachment limitations. This may allow for some creative site design such as parking deck with mixed retail/office development on top and/or parking provided in a basement level (below grade).

Parking Management Recommendations

Creating more parking supply will be a long-term task which cost must be balanced against other Darien priorities for capital improvements. Fees paid by developers in lieu of providing parking cannot be anticipated to cover the entire cost of new facilities in a timely manner. Again, a partnership between the business community and the Town can most effectively forward this goal. There is a need to explore funding options which may require input from a financial consultant to examine the options for building more municipal spaces.

More effective parking management could be implemented to some extent with relatively low cost adjustments to the existing system. The benefit will be to optimize the use of the existing supply of parking. The following actions are recommended:

- 1) Conduct a baseline study of parking space occupancy throughout the downtown and then conduct an annual (or other periodic) occupancy count of downtown parking to track availability of spaces.
- 2) Centralize management and control of public parking spaces
 - a) Create a single responsibility for oversight and long-term planning of parking needs.
 - b) A consolidated parking authority should continually monitor the parking demand and plan to adjust the supply according to the need.
- 3) Create flexibility in assignment of parking spaces to aid in achieving the optimal allocation to serve the downtown area.
 - a) Convert the 2-hour spaces in Center Street South lot to 3-hour spaces to simplify enforcement.
 - b) Stripe the hourly spaces on Boston Post Road. Retain as many as possible.
 - c) Continue to convert spaces in the Grove Street lot from Permit to 3-hour duration.
 - d) Update signage with a consistent theme to guide motorists to all available parking areas.
 - e) Consider paid parking for 1-hour locations. Paid parking has the following benefits:
 - i) It increases turnover, increasing availability of parking spaces in desirable locations.
 - ii) It provides a funding source.
 - iii) It increases multiple patron visits on a single trip, increasing pedestrian activity and decreasing vehicular traffic.
 - f) Consider reduced-price (or free) parking for employee parking in targeted, outlying off-site municipal parking facilities.
 - g) Improve vehicular access to spaces. Parking areas should be shared and interconnected to the extent possible.
 - h) Continue to increase public education of parking options to downtown patrons through maps, signage, and the Town of Darien web site.

- 4) Partnerships: Downtown Business Association
 - a) Partner with the businesses and all downtown business associations and other entities such as the Chamber of Commerce to arrange for employees, including part-time, to park on the outskirts of the CBD, such as in the Mechanic Street lot or Tilley lot.
 - i) Employers will benefit by having employees park on outskirts of CBD in a lot rather than using adjacent and/or on-street spaces which are more desirable for shoppers.
 - ii) Arrangements to assign permit parking for employees could be made with the town
 - iii) Any upfront costs to business owners or town are an investment that may return in higher sales, strengthening of the market downtown in the long term

CLOSING THOUGHTS

The above recommendations offer a range of zoning modifications for parking that could help guide the future provision of private parking in Darien well into the future. It is notable that based on observation, Darien's non-residential zones are mostly built-out. The bulk of future development may well come from redevelopment of existing sites. The zoning regulations should consider this set of circumstances. Situations will arise wherein a high intensity use(s) is proposed to replace a low intensity use (as influenced by market forces), but the parking area available cannot accommodate the demand for the higher intensity use.

The simple response to this is that this is the developer's issue and responsibility. Any change in use requires the new user to meet all the regulations including parking. Yet, if and to the extent that the community wants to accommodate this type of change in land use intensity, zoning language for parking can be adopted to respond to that. Whenever there is a change of use and a more intensive use is proposed, a parking impact report should be required with an estimate of the new demand along with a plan to provide any needed supplemental spaces. Then, the options available to the developer within the regulations should create enough opportunity to demonstrate he/she can meet that extra demand. Key to this is allowing spaces to be provided off-site (regardless of ownership) within acceptable walking distance of the associated use. The Commission may approve the change in use based on these conditions. In the CBD, the Town can also account for this by maintaining enough public parking spaces to meet fluctuations in demand and having a coherent system for private businesses to utilize those public spaces.

Parking supply is a dynamic issue with demand evolving as the community evolves. Too, zoning solutions must be considered to have a gradual, long-term effect. Their impact is only felt in relation to incoming development proposals and is only retroactive in select circumstances of bringing non-conforming uses into conformance. It will be important for the Planning and Zoning Commission to consider each recommended provision in the context of other goals and objectives to be served by the regulations and to revisit them periodically to take stock of what is working well and what isn't. Implementation of these recommendations might best be served by the establishment of a liaison working parking committee composed of representatives of stakeholder town commissions and departments. Such a standing committee could be charged with looking at parking in a comprehensive manner and forging a plan for the provision of municipal parking downtown that quantifies the long term demand, identifies opportunities to maximize the use of existing spaces, plans to create more spaces, and establishes a program for more coordinated and proactive management to maximize the efficient use of the public parking space supply.

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APPENDIX A
ZONING FOR PARKING - EXAMPLES

Example – Comprehensive Parking Graphic

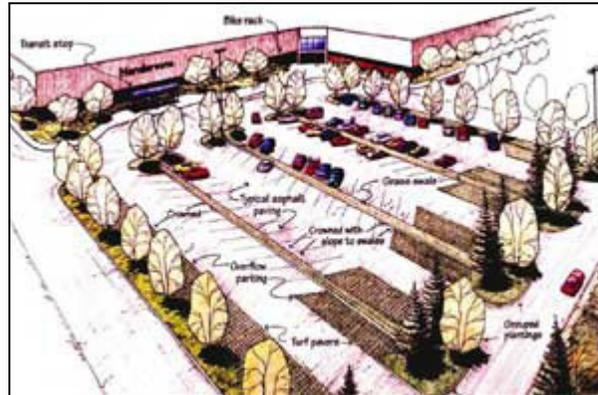


Image: Robert W. Droll, ASLA

This is a schematic drawing of a parking lot that uses a variety of low impact techniques. Parking areas are separated by vegetated swales that convey runoff to bioretention areas (naturally vegetated areas that retain and filter stormwater runoff), and permeable paving is used for overflow parking at the periphery of the lot. A bike rack and transit stop help to reduce the number of auto trips to the site. *Note:* For stormwater management design – applicants should be referred to the Connecticut Stormwater Quality Management Manual.

Sample Preferred Layout – Pedestrian ways within parking:



Example – Revision to Parking Requirements: The following table provides guidance for establishing parking space requirements in Darien for both a minimum and maximum number of spaces by type of use, based on ITE Parking Generation data (2003). It should be noted that the ITE standards are based on case studies of actual demand by land use. The number of case studies varies widely from one land use to another. In addition not all land uses had data available. For example, there was no data for a high turnover restaurant with take-out as a significant portion of its business (like a pizza place). Consequently, the extent to which the ITE manual reflects average demand nationally by all land use categories is also variable. However, there is a lack of other available statistical databases that would clearly provide national standards for parking well tied to actual demand, particularly as it relates to maximums. The ITE manual is considered an acceptable and perhaps the best source of data currently available.

Suggested Parking Requirements for Selected Uses in Darien

Use	Minimum Spaces	Maximum Spaces
Bank – walk-in (no drive through)	2 spaces/1000s.f.* and 1 space per 2 employees	3 spaces/1000s.f. and 1 space per employee
Bank with drive-through	3.5 spaces/1000s.f.	5 spaces/1000s.f.
Multipurpose recreational facility	6 spaces/1000s.f.	11 spaces/1000s.f.
Health/fitness club	5 spaces /1000s.f.	8 spaces /1000s.f.
Medical offices (building)	2.5 spaces/1000s.f.	5 spaces/1000s.f.
Movie Theater (with matinee)	1 space per 8 seats	1 space per 2 seats
Pharmacy (no drive-through)	1.5 spaces/1000s.f.	2.5 spaces/1000s.f.
Shopping Center	2 spaces/1000 s.f. of gross leasable area	6 spaces/1000 s.f. of gross leasable area
Restaurant – high turnover (short dining time per party)– no bar or lounge	1 space per 3 seats [or 7 spaces/1000s.f.]	1 space per 2 seats [or 21 spaces/1000s.f.]
Restaurant – high turnover with bar or lounge	1 space per 2 seats [or 11 spaces/1000s.f.]	1 space per seat [or 22 spaces/1000s.f.]
Low-turnover restaurant (longer dinner time per patron)	1 space per 4 seats	1 space per seat

Source: ITE Parking Generation; 2003 * s.f. – Square Feet

Sample Criteria for Decision-making: As aggregated from several sources:

In deciding upon a request for a reduction/waiver of required parking spaces and parking area design, the Commission will consider the following criteria. Parking shall:

- Provide ease in maneuvering of vehicles
- Not reduce the required parking for another use or structure
- Not be detrimental to the surrounding properties or create an undesirable visual effect from the street
- Provide access that interfaces smoothly with the street; not create traffic congestion
- Improve the downtown environment by preserving open space and limiting impervious surfaces; preserves the landscape
- Contribute to attractive, pedestrian-friendly village/neighborhood center design; enhances pedestrian circulation
- Promote transportation choices
- Be secure and safe
- Protect Darien's heritage
- Provide for effective stormwater management

The applicant must demonstrate that the required parking is unnecessarily stringent for reasons of one or more of the following:

- Unique use times;
- Shared or dual use;
- Data on parking generation from this use as demonstrated elsewhere;
- Availability and projected use of alternate transportation modes;
- The adoption of a traffic and parking management plan* for one or more uses;
- Anticipated reduction in vehicle ownership in connection with affordable housing developments

*A traffic and parking management plan lays out a set of coordinated strategies and describes how they will be used to manage the volume of traffic to and from a project and alleviate its impacts

Sample – Shared Parking Calculation Methodology:

EXCERPT- MINNEAPOLIS MINNESOTA
ARTICLE IV- REDUCING OFF-STREET PARKING REQUIREMENTS

541.190. Shared parking. The zoning administrator may authorize a reduction in the total number of required parking spaces for two (2) or more uses jointly providing off-street parking when their respective hours of peak operation do not overlap. Shared parking shall be subject to the location requirements of section 541.250 and the following conditions:

- (1) Computation. The number of shared spaces for two (2) or more distinguishable land uses shall be determined by the following procedure:
 - a. Multiply the minimum parking required for each individual use, as set forth in Table 541-1, Specific Off-Street Parking Provisions, by the appropriate percentage indicated in Table 541-2, Shared Parking Calculations, for each of the six (6) designated time periods.
 - b. Add the resulting sums for each of the six (6) columns.
 - c. The minimum parking requirement shall be the highest sum among the six (6) columns resulting from the above calculations.
 - d. Select the time period with the highest total parking requirement and use that total as the shared parking requirement.

Table 541-2 Shared Parking Calculations

Land Use Classification	Weekdays			Weekends		
	1:00 a.m.- 7:00 a.m.	7:00 a.m.- 6:00 p.m.	6:00 p.m.- 1:00 a.m.	1:00 a.m.- 7:00 a.m.	7:00 a.m.- 6:00 p.m.	6:00 p.m.- 1:00 a.m.
Office	5%	100%	5%	0%	15%	0%
Retail sales and services	0%	100%	80%	0%	100%	60%
Restaurant (not 24 hr)	20%	70%	100%	30%	75%	100%
Residential	100%	60%	100%	100%	75%	90%
Theater	0%	60%	100%	0%	80%	100%