

VILLAGE OF PENTWATER

65 South Hancock Street, P.O. Box 622, Pentwater, Michigan 49449
(231) 869-8301 - FAX (231) 869-5120
www.pentwatervillage.org

**Planning Commission Regular Meeting
May 23, 2023 - 6:00 P.M. – In Person
Park Place Event Center – 310 N. Rush Street, Pentwater, MI**

Agenda

- 1. Opening – Welcome, Call to Order, and Pledge of Allegiance**
- 2. Roll Call**
- 3. Approval of Agenda and Minutes.**
 - A. Approval of Agenda.
 - B. Approval of Minutes of April 25, 2023.
- 4. Public Comments: For items on the agenda.**
- 5. Public Hearing: None**
- 6. Old Business: None**
- 7. New Business:**
 - A. Wire Factory Property Update
 - B. Parking in the Downtown
- 8. Department/Committee Reports**
 - A. Zoning Administrator – See Attached Report.
 - B. Zoning Board of Appeals – No Meeting, No Report.
 - C. Master Plan Update – Master Plan v9.1 May 18th
- 9. Public Comments**
- 10. Communications from Planning Commission Members**
- 11. Adjournment**

Next Scheduled Planning Commission Meeting – June 27, 2023 at Park Place.



VILLAGE OF PENTWATER

Planning Commission

ON PENTWATER LAKE AND LAKE MICHIGAN
65 N Hancock Street, P.O. Box 622, Pentwater, Michigan 49449
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Regular Meeting Minutes – April 25, 2023

Secretary Paul Anderson called the regular meeting of the Pentwater Village Planning Commission Meeting to order at 6:00 pm, in-person at Park Place, 310 N. Rush Street, Pentwater, with the Pledge of Allegiance.

ROLL CALL

Present: Paul Anderson, Bruce Koorndyk, Mary Temple, Amy Roberson, and Chris Conroy.

Absent: Michelle Angell-Powell, and Ron Stoneman.

Staff Present: Katie Anderson, Zoning Administrator.

APPROVAL OF AGENDA

Motion by Chris Conroy, second by Amy Roberson to approve the agenda presented.
Voice Vote: Ayes: 5 Nays: 0 Absent: 2 Motion passed.

APPROVAL OF REGULAR MEETING MINUTES

Motion by Bruce Koorndyk, second by Mary Temple to approve the April 5, 2023, regular meeting minutes as presented.
Voice Vote: Ayes: 5 Nays: 0 Absent: 2 Motion passed.

PUBLIC COMMENTS FOR ITEMS ON THE AGENDA

None

PUBLIC HEARING

None

OLD BUSINESS

None

NEW BUSINESS

- A. Site Plan Review for 258 W. Lowell Street.

Motion by Bruce Koorndyk, second by Mary Temple to approve the Site Plan as presented for 258 W. Lowell Street.

Roll Call Vote: Ayes: Koorndyk, Temple, Roberson, Conroy, and P. Anderson
Nays: 0 Absent: 2 Motion passed.

B. Downtown Parking Directive

Motion by Mary Temple, second by Amy Roberson to direct Zoning Staff to generate a report on parking in the downtown.

Discussion was held amongst members clarifying the information they would like to see if the report. The report will be available for the May Planning Commission Meeting.

Roll Call Vote: Ayes: Temple, Roberson, Conroy, Koorndyk and P. Anderson
Nays: 0 Absent: 2 Motion passed.

COMMITTEE/DEPARTMENT REPORTS

- A. Zoning Administrator** - Ms. K. Anderson's written report was accepted by the Planning Commission.
- B. Zoning Board of Appeals** – No meeting, no report.
- C. Master Plan Update** – Chris Conroy gave an update on the Master Plan's progress.

PUBLIC COMMENTS

None

COMMUNICATIONS FROM PLANNING COMMISSION MEMBERS

Chris Conroy – Submitted and read a letter about the February 28th Planning Commission Meeting and her disagreement with what was stated about the Village's status with RRC (Redevelopment Ready Community). See attached letter.

Mary Temple – Submitted her letter of resignation from the Planning Commission and ZBA, effective June 1st.

ADJOURNMENT

Motion by Bruce Koorndyk, second by Chris Conroy to adjourn the meeting at 6:51pm.
Voice Vote: Aye: 5 Nay: 0 Absent: 2 Motion passed.

Respectfully Submitted,

Katie Anderson

Katie Anderson, Zoning Administrator

April 26, 2023

Approved by the Village of Pentwater Planning Commission on _____.

DRAFT

MEMORANDUM

To: Village of Pentwater Planning Commission

From: Katie Anderson, Zoning Administrator

Date: April 17, 2023

Subject: Parking in the Downtown – Planning Commission Directive

Introduction

At the April 25th Planning Commission meeting, the Planning Commission gave a directive to Staff to provide information about parking in the downtown area, specifically the C-3 District.

Background

SECTION 17.02 LOCATION OF PARKING

(Amended 11-21-2018)

The off-street parking required by this Chapter shall be provided in accordance with the following requirements.

- A. Single and Two-Family Dwellings: Except in the C-3 District, off-street parking facilities required for single and two-family dwellings shall be located on the same lot or plot of ground as the building they are intended to serve, but shall not be considered a parking lot under the provisions of this Chapter.
- B. Multiple Dwellings: Except in the C-3 District, off-street parking facilities for multiple family dwellings shall be located on the same lot or plot of ground as the dwellings they are intended to serve, and shall consist of a parking lot as defined in this Chapter. Uncovered parking spaces in the R-3 District shall not be located nearer than ten (10) feet to any main building.
- C. Manufactured Home Parks: The off-street parking required may be located on each site or in parking lots conveniently located and readily accessible to each site. Each parking space must meet the minimum area requirements of this Chapter.
- D. C-3 Parking: With the exception of residential uses, the off-street parking requirements of Section 17.06 do not apply in the C-3 District. Any parking areas provided, however, shall meet the other applicable requirements of this Chapter. Residential uses within the C-3 district shall meet the requirements of this Section and Section 17.06 for determining the location of parking areas and the required number of spaces.

- E. Off-Site Parking: For any land uses not specified in Sections 17.02A, B or C, and for any C-3 District residential use, provided the spaces are under the control of the owner, required off-street parking spaces may be located on each site, or alternatively, such required off-street parking may be located in approved parking lots or may be Designated Spaces (as defined in Section 17.06.D), if such lots or Designated Spaces are located within five hundred (500) feet of the site and are readily accessible to such site.

SECTION 17.06 OFF-STREET PARKING REQUIREMENTS

(Amended 11-21-2018)

- A. The Planning Commission may defer construction of a portion of the required number of parking spaces for non-residential uses if the following conditions are met:
 - 1. Areas shown for deferred parking shall be shown on a site plan and shall be of sufficient area to permit the construction of the total number of parking spaces required by this Section. Such areas shall not be used for any other purpose required by this Ordinance (such as landscaped buffers, etc.) and shall be kept open.
 - 2. Alterations to the deferred parking area to add parking spaces may be initiated by the owner or required by the Zoning Administrator based on parking needs and shall require the submission and approval of an amended site plan, as required by Chapter 16.
- B. Required off-street parking spaces are noted in the tables below for the uses listed. For those uses not specifically mentioned, the requirements for off-street parking shall be in accord with a use which the Zoning Administrator considers similar in type.
- C. When units of measurement determining the number of required off-street parking spaces result in the requirement of a fractional space that fraction shall require one (1) parking space.

USE	PARKING SPACE PER UNIT OF MEASUREMENT
Commercial	
Vehicle wash establish. (self-service or automatic)	One (1) space for each five (5) stalls
Bed & Breakfast	One (1) space per guest room plus two (2) spaces for principal residence of the operator
Beauty/barber shop	Two (2) spaces for each chair
Bowling alleys	Four (4) spaces for each bowling lane plus required spaces for each accessory use
Assembly halls without fixed seats	One (1) space for each three (3) persons allowed within the maximum occupancy load established by any applicable codes or ordinances

USE	PARKING SPACE PER UNIT OF MEASUREMENT
Commercial	
Restaurants - without drive-through facilities	One (1) space for each one hundred (100) square feet UFA or one (1) space for each two (2) persons allowed within the maximum occupancy load established by any applicable codes or ordinances, whichever is greater
Restaurants with drive-through facilities	One (1) space for each one hundred (100) square feet of UFA or one (1) space for each one and one-half (1½) persons allowed within the maximum occupancy load established by any applicable codes or ordinances, whichever is greater
Vehicle service stations	One (1) space for each service stall, plus one (1) space for each pump island
Personal service establishments not otherwise specified	One (1) space for each fifty (50) square feet UFA
Furniture, appliance, and household goods retail sales	One (1) space for each one thousand (1000) square feet UFA
Funeral homes and mortuary establishments	One (1) space for each fifty (50) square feet UFA
Open air businesses	One (1) space for each two hundred (200) square feet of indoor UFA plus one (1) space for each one thousand (1000) square feet of outdoor display area
Marina	One (1) space for every two (2) boat slips
Retail stores not otherwise specified	One (1) space for each two hundred (200) square feet UFA
Hotels and motels	One (1) space for each guest room, plus required spaces for any accessory uses
Video rental stores	One (1) space for each one hundred (100) square feet UFA

Discussion

The two main discussions points that should be addressed for parking in the Village.

First, a definition is needed about Short-Term Rentals in our Village Zoning Ordinance. Without defining what a Short-Term Rental is, establishing the location of parking and the off-street parking requirements for Short Term Rentals has become difficult. Section 17.02.D states “C-3 Parking: With the exception of residential uses, the off-street parking requirements of Section 17.06 do not apply in the C-3 District. Any parking areas provided, however, shall meet the other applicable requirements of this Chapter. Residential uses within the C-3 District shall meet the requirements of this Section and Section 17.06 for determining the location of parking areas and the required number of spaces.”

Options for identification of Short-Term Rentals:

- Defining Short-Term Rentals as Commercial Use.
 - By defining Short-Term Rentals as Commercial Use, it removes the off-street parking requirements in the commercial district and therefore Section 17.06 does not apply.
- Defining Short-Term Rentals as Residential Use.
 - By defining Short-Term Rentals as Residential Use, it requires all Short-Term Rentals owners to have established parking spaces for their rentals and follow Section 17.02.D and Section 17.06.

Second, with the excess traffic during the summer months, parking gets congested in the downtown area and finding accommodating parking has at times become complicated. The Planning Commission should take into consideration both short-term and long-term solutions to this problem. Attached are multiple parking solutions that have been implemented in various communities. In your sample solutions, you will find a picture of parking spaces created in grassy areas with lumber outlining the parking space. We have numerous vacant lots located in and around our downtown area. It is possible that we could utilized these lots to implement a parking area similar to the sample picture. Below are parcel numbers and owners of vacant lots within the Village. The lots that are located in the direct downtown could be utilized for short-term solutions, while the Village lots located on the outskirts of town could be used in implementing a long-term solution.

Vacant Lots:

044-677-001-00 – Pentwater HHH
044-682-005-00 – Jim Lambrix
044-675-001-80 – Village of Pentwater
044-580-110-00 – Village of Pentwater
044-580-103-00 – Village of Pentwater
044-580-102-00 – Village of Pentwater
044-580-101-00 – Village of Pentwater
044-696-006-00 – Nicole Stamas
044-679-0085-00 – Posteratus

In addition, the Planning Commission should also take into consideration golf carts and golf cart parking. The Village of Pentwater currently has 165 registered golf carts in the community. During the summer months, golf carts tend to tie up the parking on Hancock and surrounding streets. Two golf carts can fit into a parking space to every one car. By designating golf cart parking throughout the Village, it could alleviate some of our parking problem.

Recommendation

Staff recommends the Planning Commission define Short-Term Rentals in the Village Zoning Ordinance to establish the parking requirements. Staff also recommends the Planning Commission take into consideration implementing a short-term and long-term parking plan to present to the Village Council.

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ZONING ADMINISTRATOR'S REPORT

May 1, 2023

The following is a summary of activity conducted by the Zoning Administrator in April 2023:

Code Enforcement – None.

Planning Commission - The Planning Commission met on April 25th to:

1. Site Plan Review – 258 W. Lowell St.
2. Downtown Parking Directive

Zoning Board of Appeals – No April Meeting.

Zoning Permits – The following Zoning Permits were issued in April of 2023:

1. ZP 23-08 was issued to Beth Bringedahl: 145 S. Hancock St. to install a 36' x 36' sign.
2. ZP 23-09 was issued to Blackmer Construction: 31 Bridge St. to construct a 6' x 8' covered entrance and a 556 sq. ft. deck.
3. ZP 23-10 was issued to Insignia Homes: 258 W. Lowell St. to construct a 2,859 sq. ft. home with a 460 sq. ft. attached garage.
4. ZP 23-11 was issued to Larry Dosenberry: 710 N. Third Ave. to construct 30' x 40' detached garage.
5. ZP 23-12 was issued to Victor Hansen: 691 E. Concord St. to construct a 10' x 16' shed and remove existing 10' x 10' shed.

Other – None.

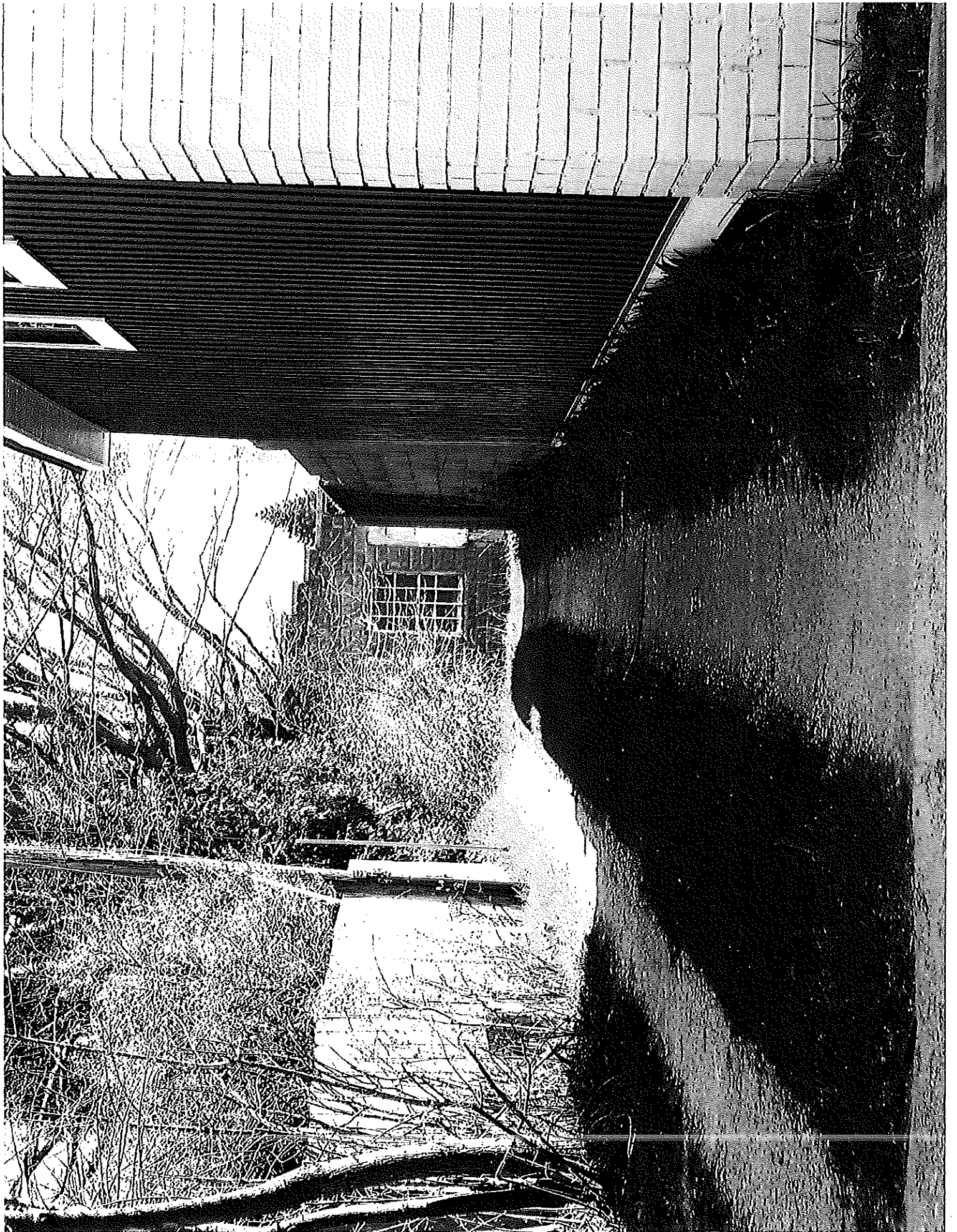
Sincerely,

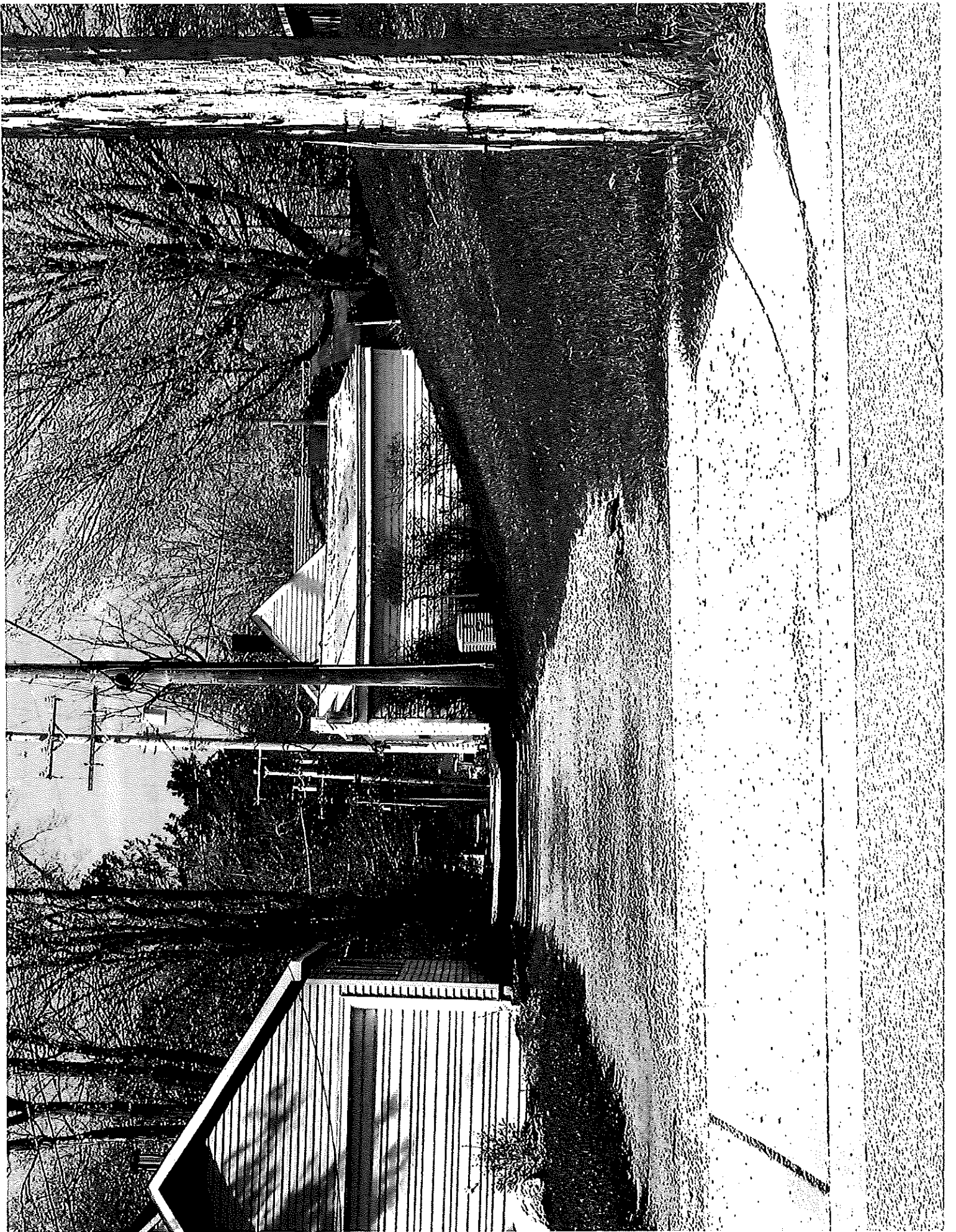
Katie Anderson

Katie Anderson
Zoning Administrator













Mixing It Up

**Financing and
designing the
most efficient
and effective
mixed-use
projects.**

**By Bill Kavanagh,
AIA, NCARB**

Mixed-use projects with parking facilities are becoming more common. As land becomes scarcer, building a freestanding garage may be a missed opportunity. Often, parking authorities and other parking entities are involved in mixed-use projects that include multiple owners, both public and private. Let's examine issues associated with such mixed-use projects from the perspective of the parking garage owner. Typically, the garage owner would enter into a development agreement with the developer, who engages the design team and construction manager.

What Does Mixed Use Mean?

A mixed-use parking project is any building that blends a combination of residential, office, retail, cultural, or institutional uses with parking in which those functions are physically and functionally integrated. Mixed-use parking projects can range from the simple to the complex. Examples are garages with ground-floor retail, garages beside connected buildings, garage podiums beneath other uses, and underground garages with buildings above. Generally, costs rise correspondingly as projects increase from the simple to the complex.

The Cost Benefits of Open Parking Garages

A highly cost-effective way to provide structured parking is with an open parking garage. The International Building Code (IBC) lists the criteria that must be satisfied to gain the benefits of an open parking garage. The requirements pertain to the openness of

the garage, with minimum required lengths and area of openings on the perimeter. If the IBC requirements are satisfied, the open garage does not need to be sprinklered, mechanically ventilated, fire alarmed, or have enclosed stairs. Because garages generally have large floor areas, this translates into significant savings, especially with very large garages.

The cost per parking space of an open parking garage can be used as the baseline when analyzing the construction costs for parking spaces in a mixed-use project. For example, if an open parking garage costs \$18,000 per space and a mixed-use project with parking costs \$24,000 per space, you know there is a \$6,000 per-space premium. Understanding what contributes to this premium is beneficial when negotiating the allocation of costs for the different parts of the project, especially when there are multiple owners involved.



parking.org/ipp

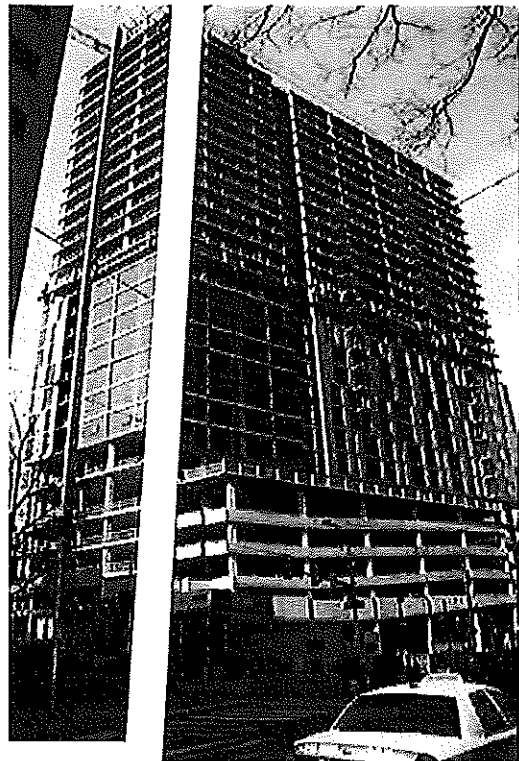


Parking Efficiency (Square Feet per Parking Space)

Understanding the efficiency of an open, long-span parking garage compared with a garage in a mixed-use project can be another way of understanding cost impacts. Long-span parking structures can range between 300 and 360 square feet per parking space, depending on a number of factors. Long-span structures do not have intermediate columns in the parking module. In other words, there are no columns between adjacent spaces at the back of parking stalls.

The efficiency per stall (square feet per space) is a function of many factors. An optimal, long-span garage can range from 300 to 325 square feet per space. Typical features might include eight-feet, six-inch stall widths, elevator and stair towers outboard, no parking access revenue control lanes, no reservoir spaces inside garage, no speed ramps, end bay parking, and a regular rectangular footprint. For planning purposes, 325 square feet per space is a good rule of thumb for an optimal garage. Less optimal, long-span garages can range from 330 to 360 square feet per space. For planning purposes, 350 square feet per space is a good rule of thumb for less-optimal garages.

Short-span parking structures generally can range between 360 and 400 square feet per parking space.



Short-span structures have intermediate columns in the parking module and are usually part of mixed-use structures. The additional column lines are often a function of the building program above. The poorer efficiency results from these additional structural elements, elevator and stair cores, shafts, and mechanical, electrical, and plumbing (MEP) rooms for the other uses.

Top 12 Tips for Mixed-Use

Thinking of a new mixed-use project with parking? Here are recommendations to consider before you start.

1. Open parking garages are your friends (lower cost, less utilities, etc.). You want to have a very good reason why a design does not incorporate an open parking garage.
2. **KISS Principal: Keep It Simple, Stupid.** Complex is expensive. You do not want a project to be needlessly complex when a simpler arrangement of the parts is possible.
3. The ideal is clear delineation of ownership. A freestanding garage beside a tower offers easy-to-understand cost division.
4. Engage your own team of advisers (cost estimator, architect, engineer, parking consultant, etc.) to understand how the proposed design affects your interests, i.e. your construction costs. Do not rely on the other owner's design team and construction manager.
5. Make sure your advisers have experience in both parking garages and other building types. If your adviser only designs parking garages, he or she may not have the experience needed for a mixed-use project.
6. Understand the cost allocations between owners and their project parts.
7. Insist on an open book. As an owner, you should see what and where the construction costs are.
8. Shared cost savings. If the project bidding process results in savings lower than the estimates, you want your fair share.
9. Liquidated damages. This prevents your parking garage from becoming neglected. You want your garage up and running as quickly as possible. You do not want to wait until every apartment is finished before you can start parking cars and generating revenue.
10. Timely input. Don't let the project design progress too far without your advisers' input. Ideally, your team of advisers would be on board at the beginning.
11. Carry sufficient contingency.
12. Don't underestimate the value you bring to the project. Many parking entities have eminent domain powers that are instrumental in assembling project sites. They may also have access to favorable lending terms and programs.



An example of a long span, precast garage with no intermediate columns at the ends of the parking stalls.

As an example, if your mixed-use garage project that includes a hotel, office, and retail space has a parking garage efficiency of 540 square feet per space, it should be clear that the layout of the garage was seriously compromised for the benefit of another part of the project.

Mixed-Use Garage Configurations

The cost of a parking space increases as the complexity increases. Providing a parking stall in a surface parking lot is fairly straightforward, provided you have the land available. A single-use, open parking garage would be the next step in providing parking. A general rule of thumb for an open parking garage is that it will be approximately three to four times the cost of a surface parking lot space.

In more urban environments, it is common for garages to incorporate ground-floor retail space. The additional costs associated with the inclusion of retail include waterproofing, insulation, glazing, interior finishes, and MEP systems. The garage is also likely less efficient. With ground-floor retail in a garage, it is not uncommon to use a speed ramp to get vehicles up to the parking levels as quickly as possible to maximize the area of retail space or create sufficient head room beneath the parking levels. The speed ramp adds additional square footage to the garage but does not allow for additional parking, as it is too steep.

The next mixed-use garage configuration would be a freestanding parking garage adjacent—but connected—to another building. An example would be an office or residential tower adjacent to a multi-story parking garage. The building code has requirements regarding the fire separation and connections between these two occupancies. If done correctly, each building can be treated as a separate building. The benefits to the garage include optimal structural system, optimal efficiency per space, and not having to be sprinklered, mechanically ventilated, fire alarmed, or to have enclosed stairs. In addition, it would be easy to allocate costs between different owners. The shared costs would be limited to the separations and shared foundations where the garage

and building are connected. If code requirements are not satisfied, you may have the added cost to sprinkler the parking garage so the office or residential tower can gain the code-allowed benefits of having a fully sprinklered building.

If there is insufficient land for a parking garage beside another building type, then having a parking garage podium beneath other uses would be the next step. This introduces another level of complexity. Allocation of costs between multiple owners in a complex mixed-use project is a difficult task. Some of the cost impacts for a mixed-use garage podium that need to be allocated are:

- ◊ Extensive shared foundations.
- ◊ Common utility services; emergency generators if shared.
- ◊ Shared common areas (lobbies, MEP rooms, loading dock, etc.).
- ◊ Garage roof (amenity for uses above but also no snow removal required for garage interior).
- ◊ Additional columns or transfer trusses.
- ◊ Shearwalls for the stability of the buildings above (loss of spaces).
- ◊ Waterproofing above ground-floor retail spaces.
- ◊ Fire separations between the garage and other occupancies.
- ◊ Insulation between the garage and other occupancies.
- ◊ Garage sprinklers because of occupancies above.
- ◊ Loss of parking spaces/loss of efficiency.

Finally, the last mixed-use configuration would be when parking is provided in underground levels of a mixed project. Many of the same issues associated with a garage podium design exist, along with additional costs for excavation, retaining walls, waterproofing, mechanical ventilation, and enclosed stairs and elevator lobbies.

Understanding how a mixed-use project with parking is designed has cost impacts. If you are responsible for the garage costs of the project, then you want to see an open parking garage, preferably beside the other use groups. If that is not possible, then an open parking garage podium is probably preferable to an underground parking garage.



BILL KAVANAGH, AIA, NCARB, is director of parking design with The Harman Group, Inc. He can be reached at bkavanagh@harmangroup.com or 610.337.3360.

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How to get more parking downtown without adding any spaces

BY BECKY MCCRAY



Many towns have hidden parking areas that could be connected to their downtown with hallways like this one. Kendrick, Idaho, photo by Becky McCray.

There's not enough parking downtown!

Doesn't every city have that problem? You're about to learn a new way to get more parking for your Main Street without having to pave, stripe or get a permit. It doesn't work in every town, but it very well might work in yours.

Finding hidden parking

There is only so much parking on the main street in front of businesses. If you look behind businesses, along alleys and on the neighboring blocks, you'll find hidden lots and spaces. Sometimes business owners and staff use them, sometimes they're not used very much at all.

If you don't know of any, try walking up the alleys. You might be surprised by the lots and spaces you discover.

The problem is they're not easily accessible.

There's no easy footpath from those hidden spaces to the main street. And some alleys and back lots (well, most) look a bit dodgy or even unsafe. Even if businesses have back doors, they may not welcome people just cutting through to get to a different business. And most people probably feel reluctant to just charge through a business's backdoor anyway.



Cafe Alley in Ardmore, Oklahoma, can only be entered from the large parking lot in the alley. Photo by Becky McCray.

Creating hallways people will use

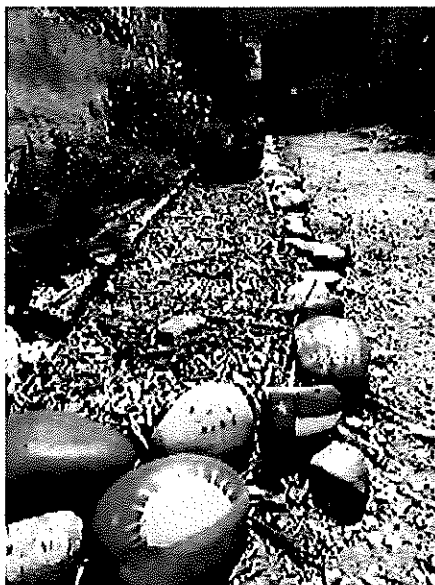
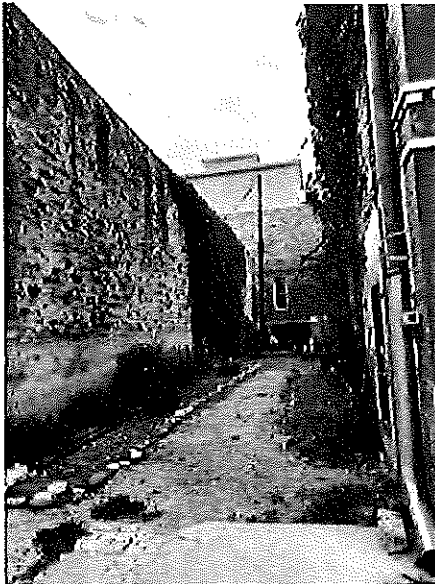
Here's how to create safe and interesting ways for people to walk from the hidden parking to the front of the businesses.

1. Find a physical space where people can walk
2. Make it obvious they're supposed to walk there
3. Make it attractive and fun to walk there

You can use plantings, grasses, gravel, stones or sidewalks to make the surface more appealing and practical. Think of how you can add some art while you're there, whether it's paint, chalk or maybe fabric arts.

Define a path with painted rocks

Sheila Scarborough spotted this hallway in Lockhart, Texas. The plants and painted rocks make the path of travel obvious and help move people from the alley to the front street.



Even a narrow walkway can work

This narrow space in Beaver, Oklahoma, isn't ideal, but it is clean and easy to walk.

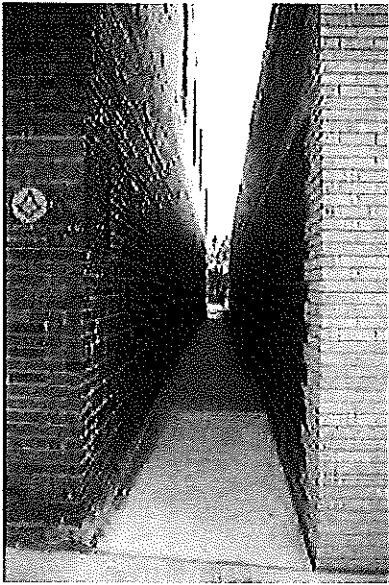


Photo by Becky McCray.

Wide open potential

This wide lot in Ardmore, Oklahoma, offers a direct path from a downhill parking lot up to the main shopping area. The lot is wide enough for multiple uses. The planting areas could be restored. A few chairs around the little built-in table could serve as a resting point for people with mobility challenges. This pathway is so large, it could even host vendors at tables or booths along one side. That would give people added incentive to use the lower parking.



Photo by Becky McCray.

Turn a pocket park into a hallway

Beaver, Oklahoma, also has this pocket park downtown. The brick path effectively connects the alley parking to the front of the block. The benches, plantings and sculpture make it an appealing place to linger.



Photo by Becky McCray.

New video: Empty Lot Economic Development

We've partnered with SaveYour.Town to bring you a video with more practical ways to use empty lots to spur economic development and support commerce in your downtown. Learn more about it at: [SaveYour.Town Empty Lot Economic Development](#).



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CREATIVE PARKING SOLUTIONS

When parking conditions occur, communities quickly contact City Hall for a solution. Rather than relying just on current policies and enforcement, some communities throughout the country have used the following set of ideas to discourage spillover traffic and reduce the amount of required parking spaces.

1. St. Alban's church has limited off-street car parking facilities for people attending the church, increased by free street parking (one hour limit between 8:30 and 18:00, Mon-Fri, and 8:30 to 12:30 Saturdays). St. Alban's has no off-street parking but adequate parking along the residential Downing Street. Parishioners are encouraged to carpool. Those who need transport assistance, or who can provide assistance to others are encouraged to contact the Parish Office. These services are often advertised at the service, brochures and the Internet.
2. The City of Dallas Library and Kroger Company entered into an agreement where Kroger Company construct a new grocery store on property owned by joint-use parking lot on adjacent Library and Kroger property. In return for parking, Kroger designed and constructed a new library, including site parking, lighting and landscaping and contributed \$175,000 for a temporary operate Library services during the construction period. The shared parking arrangement benefits the Library and Kroger. The grocery attracts library users and vice versa. Library patronage has increased significantly.
3. The Downtown Tampa Partnership Elementary School has an innovative public-private partnership plan. The Hillsborough County Public School System entered into a lease with the First Presbyterian Church to house a K-5th grade elementary school. This partnership between the private and public sectors has encouraged increased parental involvement and has helped alleviate overcrowding in neighborhood schools.
4. At ParkingSearch.com, thousands of unique visitors at this website from across the nation look for parking to rent or buy each week. This website establishes TMA Associations that offer parking brokerage services so that facilities with excess parking capacity can sell, lease or trade it to others. This allows all building owners to benefit from flexible parking requirements, not just developers of new facilities.
5. Most churches in Delaware are paying for discount parking passes before noon on Sundays at the state Park and Ride lot outside the small towns. Churchgoers ride the DART First State bus into downtown from there.
6. At the Padri Restaurant in Aguora Road, business is happening on Friday and Saturday nights with no place for customers to park their cars. The owner pays about \$1,000 a month out of his pocket for the valet service, which is free for the customers. This helps to prevent people from parking in the shopping center lot located next to the restaurant.

7. Split-user or shared parking could create more spaces during peak demand hours for a secondary user, which would occur during non-peak primary user hours. For example, in Eagle Hill, the East Boston High School parking lot is generally filled during the day and empty at night, which is the time when nearby businesses and residents could occupy some of the spaces until the morning.
8. Brigham Young University created a master plan which uses pedestrian-oriented residential development patterns mixed with day-to-day commercial needs to entice high levels of walking and transit use. The series of innovative park blocks is designed to provide Provo with outstanding public space that simultaneously encourage walking and discourage driving.
9. At the St. Mary Orthodox Church in Massachusetts, instructions to park on designated streets are provided to parishioners. Arrangements have also been made for use of a parking lot two blocks away however parishioners are told that this lot is only available on Sundays since it is reserved for employees of several neighborhood business during weekdays.
10. The University of California, Pomona came up with alternative ideas in solving the parking problem. They designated certain lots for upperclassmen while lesser-used lots farther away could be assigned to freshmen and sophomores. This sort of program would require the university to issue different versions of the parking permit that are only valid for certain lots.
11. Cal Poly's other suggestion was to offer more classes at night. Most parking lots are empty after four in the afternoon and by providing more classes during that period of time would ease traffic and parking problems and it would also decrease the amount of time that students spend hunting for a space.
12. After receiving complaints from customers who have no place to park, and from neighboring merchants who say these customers are actually parking in their lots, Willow Street Pizza's parking lot will connect with the lot behind Blaine's Lighting, providing customers with an additional 16 spots to park their cars. In addition, Willow Glen Billiards and Brew rely on a different solution--a valet parking service Thursday through Saturday nights from 7 p.m. to midnight. Both solutions are meant to better manage customers while keeping patrons out of other businesses' parking lots.
13. The Burke Presbyterian Church informs parishioners through the Internet and in brochures that they should park in a designated lot, and spillover parking is accommodated on a designated street. An Oxford Church in Mississippi found that most churches co-exist with single-family residences and commercial structures. This works well because parking is shared. Religious and commercial uses are good candidates to share parking because they typically have opposite peak parking times.

14. In order to eliminate spillover parking, some communities are encouraging recreational and leisure facilities to share parking areas with appropriate nearby facilities. The partnership that Glendale Galleria has with the Los Angeles Zoo's parking lot during the peak shopping seasons is a great example of this concept. Shoppers park in the Zoo lot and the Galleria provided a shuttle to the mall.
15. Harvard Associates has joined Zipcar, the regional car-by-the-hour service that suits people who only need cars for occasional trips or errands, for just \$20 with no deposit. Carpoolers get reduce-rate preferential parking on campus, and Harvard's first vanpool shuttle thrifty commuters from Southern New Hampshire to Cambridge, where their van receives free preferential parking. Even bicycles will reap benefits from changes in parking which will add 70 covered spots for bicycles.
16. Tenants are urging their building managers to provide indoor bicycle parking. Traveling by bicycle in New York City, the surrounding suburbs, and Long Island, is convenient, inexpensive, non-polluting, and a healthy way to get around. With secure bicycle parking, buildings are more attractive and accessible to those traveling by bicycle.
17. The schoolyard at the Kennedy School near Day Square is a potential candidate for renovations under the City's Boston Schoolyards Initiative. As part of such renovations. One option under consideration is reorienting the access to parking so that its main egress would allow for shared parking with nearby businesses during evening hours.
18. The town of Brookline has managed to retain the traditional neighborhoods and town-like quality which have long since disappeared from other suburbs. The layout of the town supports several neighborhood centers, a fine school system and good public transportation, all within walking distance of most residences. Brookline's walkable nature serves to increase the mobility of people, particularly children and elderly, who would otherwise have difficulty getting around town without a car.
19. Planning for growth is a continuous ministry at the Landmark Church. For example, the church leadership had considered a temporary shuttle service both before and after church from the park's farthest parking lot to the church. The decision has also been made to implement two shuttle services this fall with adequate time between services to avoid traffic jams.
20. Stanford University is required to develop an event traffic management plan. As part of this plan, public notification of large events will be improved including publication in at least two newspapers and via a special events telephone hotline and website.
21. When the demand for parking exceeds the supply of spaces, the strategy is to allocate priority for different parking purposes based upon the adjoining land use activity. In Garden City, the residential areas parking priority is proposed in the following order: Residential car parking; high occupancy vehicles, in particular buses; visitor car parking; parking for people with disabilities; loading zones and commuter parking.

22. Existing parking lots could be enhanced and/or enlarged and made more welcoming to attract more users off the street. In some instances existing parking can be redesigned to support new commercial activities.
23. For the residents of San Francisco, minimum parking requirements have proven to be an obstacle to affordable housing and transit-oriented development. To remedy this situation, city planners have proposed eliminating the minimum parking requirements for developments close to highly used transit areas and other specific institutions. Maximum parking standards would be instituted varying from one space per unit in less developed areas of the city.
24. To ensure the success of maximum parking standards, Portland established advisory committees with bankers, environmentalist, developers, real estate brokers and other business interests along with city officials. In Cambridge, city legislation encouraged developers to find ways of reducing traffic by providing less parking rather than lose space.
25. The Columbia Pike has a Form Based Code which is designed to create a pedestrian oriented development that will make Columbia Pike a pleasant walking experience. The codes will foster a vital "main street" through a lively mix of shopfronts, sidewalk cafes, and other commercial uses at street level, overlooked by canopy shade trees and upper story residences and offices. The parking plan includes a focus on centralized, shared parking that will create a park once then walk environment.