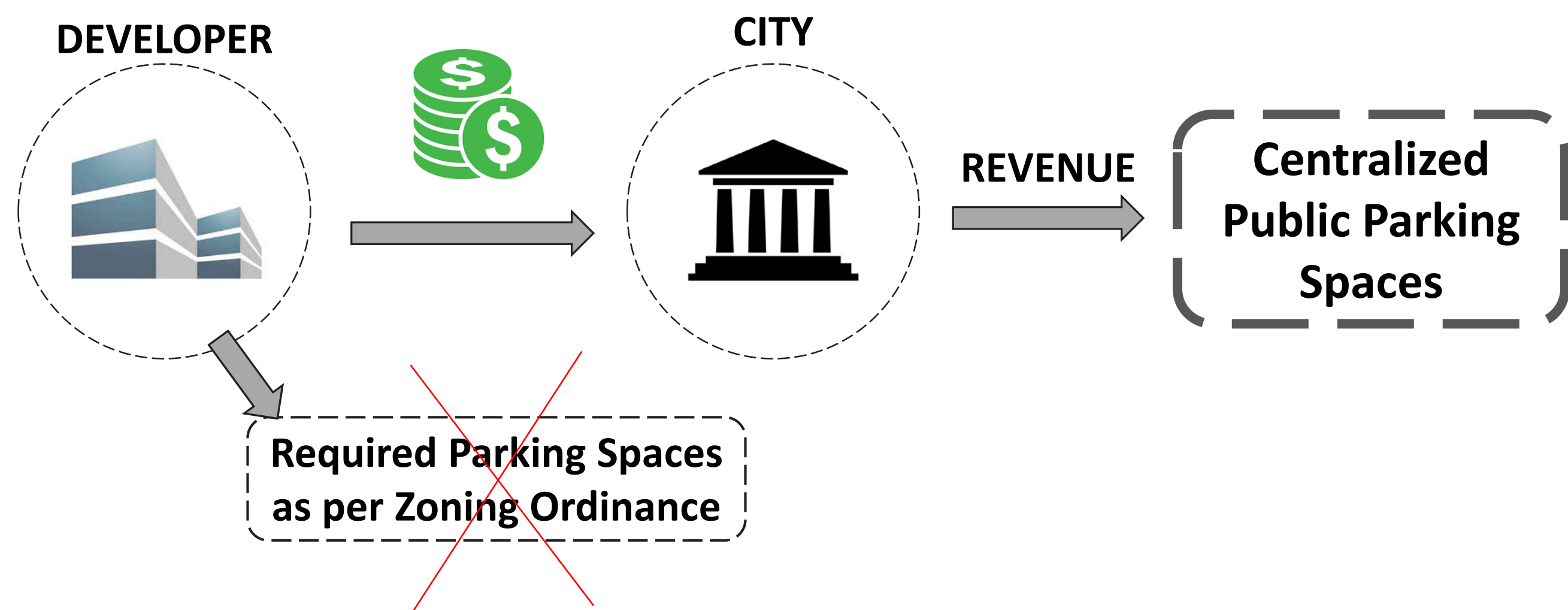


In Lieu Parking

What is In Lieu Parking Program?

Some cities allow developers to pay a fee in lieu of providing parking spaces required by zoning ordinances, and use this revenue to finance public parking spaces to replace the private parking spaces the developers would have been required to provide.



How do Cities set the Fees?

1. **Case -by-case Basis** - Based on land value appraisal to estimate cost
2. **Uniform Fees** - Uniform fee per space, Tiered fee structure adjusted as per scale of development, distance from downtown

Examples of In Lieu Parking Program in Other Cities

Miami's Coconut Grove, FL

- In Lieu fees:
 - \$50 per space per month
 - Or \$10,000 per stall
- Revenue Usage:
 - Pays for shared, structured parking
 - Improvement of transit service
 - Maintenance of sidewalks and pedestrian amenities



Bend, OR



- In Lieu fees:
 - \$510 per stall
 - Fee set very low
- Revenue Usage:
 - Fees go into Parking Fund (to pay for parking only)
 - Policy being re-evaluated to consider increased fee

Downtown Santa Monica, CA

- In Lieu fees:
 - One time fee - \$20,000 per space
- Revenue Usage:
 - Pays for construction of shared public parking in Downtown
 - Created dense, pedestrian friendly Downtown district



Jackson, WY



- In Lieu fees:
 - \$8,500 per space up to 5 stalls
 - \$17,000 per space for 6 and above
- Revenue Usage:
 - Pays for construction of parking facilities in Downtown District

Sources: Donald Shoup, "In Lieu of Required Parking", *Journal of Planning Education and Research* (1999) 18: 307-320. MAPC, "Fees-in-Lieu of Parking Spaces", MAPC.org (2010). Nelson Nygaard, "Best Practices – Parking In Lieu Fee"