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5.1 The Vision for Paoli

After listening to ideas and suggestions from the Paoli community throughout the duration of this feasibility study, we have discovered the following goals for Paoli’s infrastructure and places:

**Great Streets**
The streets in the Paoli area should offer safe and convenient places for walking, shopping, driving, on-street parking, street trees, street furnishings & pedestrian-oriented lighting.

**Great Intersections**
Where possible, the intersections should connect at four-way intersections offering safe crosswalks and coordinated traffic signals that synchronize with nearby signals to promote better traffic flow.

**Great Blocks**
The commercial blocks framed by these streets and intersections should have zoning ordinances that promote active ground floor uses, storefronts, wide sidewalks and civic spaces designed to complement the activities of the adjoining buildings.

**Great Places**
The benefits of promoting and investing in Great Streets, Great Intersections and Great Blocks will be the creation of a series of Great Places that will foster a walkable village with mixed-use buildings and a connected network of tree lined and pedestrian-oriented streets. These investments will contribute to the quality of life in the community, as well as the economic development of the entire area.

Based upon the feedback received from Paoli community meetings, the Visual Preference Survey and the Questionnaire, the above images capture the goals for Paoli: 1) improve the streets, 2) improve the intersections, 3) create opportunities for vibrant, walkable destinations and create “great places” in the heart of Paoli.
Great Streets

One of the primary goals of this Feasibility Study is to “Develop conceptual transportation improvement options to accommodate motorists, pedestrians, bicyclists, and transit that will support a more “walkable” community offering multi-modal transportation choices.” To achieve that goal, it is important that each of Paoli’s Streets are designed to serve these multiple modes of transportation while improving the aesthetics of the village as a whole.

Key elements of “Great Streets”, follow the principles being adopted by communities all across the nation called Complete Streets. These policies advocate for the design of streets to address:

1. Improved walkability through better sidewalks and crosswalks
2. Traffic calming to improve pedestrian, bicycle and vehicular safety
3. Better access to buses, trains and alternative forms of transit
4. On-street parking to promote convenient parking alternatives
5. Improved pedestrian-oriented lighting, furniture, bike racks and street trees

On-street parking is an important way to encourage shoppers to park in a convenient location in front of their favorite shop.

Curb bumpouts make it safer and a shorter walk for pedestrians to cross the street.
5.1B Improve Paoli’s Intersections & Blocks

Existing Intersections Perform Poorly
As the diagram to the right demonstrates, most of the existing intersections in the Paoli Village area are in need of roadway, pedestrian & streetscape improvements. Those intersections designated in red have no crosswalks. These intersections with a “3” create a “T” and provide limited connectivity between existing streets.

Walkable and Commercially Viable Blocks
At present, most of Paoli’s blocks are fragmented with limited access to land that offers ingress and egress at a traffic signal and relatively few commercially viable corner properties. Successful commercial districts require easy access to both on-street parking and off-street parking behind or to the rear of commercial storefronts. Once Paoli’s blocks are improved and better connected with a network of streets and sidewalks, mixed use buildings with ground floor retail and storefronts will become more economically viable.

Proposed: A new intersection near Paoli Ford could offer pedestrian crosswalks in an area that has none now.

Today: At Paoli Ford, there are no pedestrian crosswalks.

This existing conditions diagram highlights poor street connectivity, the limited number of full access intersections and small number of corner properties in Paoli.
5.1C A Vision for Paoli

Five Great Intersections
As the diagram below demonstrates, the existing intersections in the Paoli Village area are in need of roadway, pedestrian & streetscape improvements. For Paoli to reach its potential as a great place, the first step is to realign streets and enhance pedestrian crosswalks to create five great intersections as highlighted in green.

Ten Great Blocks
The ten most visible blocks along Lancaster Avenue near the Paoli train station offer numerous opportunities for private property owners to capitalize on the close proximity to the planned Paoli Intermodal Transportation Center & roadway infrastructure investments addressed in this study. The planned roadway, streetscape, pedestrian & civic space investments will incentivize private investment.

One Great Place in the heart of Paoli
These infrastructure investments in coordination with private investment throughout the village will promote Paoli as a more vibrant place for living, dining & shopping.

Great Intersections
with four streets at a full access intersection, safe crosswalks & coordinated traffic signals

Great Blocks
with successful businesses, shared parking opportunities, wide sidewalks & great civic spaces

Great Place in the heart of Paoli
a walkable village with a connected network of tree-lined streets & sidewalks

This diagram highlights the improve connectivity, better intersections & high value corners possible in Paoli.
5.1D Public Investment as a Catalyst for Private Investment

Public Investment in Streets, Transit, Parking & Sidewalks

After nearly twenty years of planning for Paoli and its transportation infrastructure, it is time to shift the focus to building the public surface transportation & transit infrastructure that will serve as a catalyst for private investment. The proposed infrastructure investments include:

1. Paoli Intermodal Transportation Center
   SEPTA has recently completed 30% Concept Design for Paoli’s new Intermodal Transportation Center which is planned to include a new Paoli Train Station, Darby Road bridge, multi-level parking structure and ground floor stores. This project is expected to promote intermodal transportation choices, enhance bus and train ridership and expand parking opportunities.

2. Roadway, Pedestrian & Parking Improvements
   The planned roadway, pedestrian and parking improvement alternatives included in this report will enhance mobility and circulation for motorists and bicyclists who live, shop and commute in Paoli. These alternatives are addressed in Chapter 4 Concepts Assessment and Chapter 7 Final Concepts.

3. Recommended Zoning Changes
   The proposed zoning enhancements outlined in Section 5.2 Recommended Zoning Changes identify opportunities to further enhance and coordinate the future street design standards, building frontage standards and parking standards most appropriate for Paoli’s close proximity to pedestrian & transit choices.

Public Investment as Catalyst for Private Investments in Paoli

The proposed infrastructure investments described above are projected to incentivize commercial, mixed-use and residential development in Paoli according to design standards that will result in a walkable village environment.

To realize Paoli’s goals for a safer, less congested, transit-friendly, more walkable, more vibrant village, this study calls for a combination of public infrastructure investments in streets, parking and sidewalks and refinements to the zoning present ordinances. We believe these sensible public investments will create a positive environment for private investments in façade enhancement, commercial development and residential development consistent with community goals for Paoli.
5.2 Recommended Zoning Changes

Designate Future Streets on an Official Map

An “official map” is a combination of a map and an ordinance that is designed to implement the community vision and goals set forth in the comprehensive plan. Article IV of the Pennsylvania Municipalities Code grants authority to create a municipal Official Map showing existing and proposed streets, widenings, public grounds, parks, pedestrian ways, stormwater basins, and other public elements. These maps create an effective planning framework for future roads, improvements, and development patterns. The planning of future roads or widenings on an official map acts as a clear but non-binding statement of possible future public interest. These mapped potential future improvements and roads can enable the implementation of the overall plan through individual parcel redevelopments over time. Property owners can also use the future roads as a basis for a proposed development utilizing the created road frontages and lot divisions that new roads can enable.

Three specific areas have been identified for possible consideration of future road rights-of-way. These are Paoli Plaza Extension, a “spine” road through the future development on the Amtrak yard site, and a possible inter-municipal pedestrian and bicycle connection to the west through the existing rail line underpass tunnel in adjacent Willistown Township.

With potential future development on the Amtrak yard site, a land plan can be developed around the proposed new road as shown on an official map. This then can be built by the developer and dedicated to the Township at no costs to the public.

Pennsylvania Municipalities Planning Code

Article IV - Official Map

Section 401. Grant of Power.

(A) The governing body of each municipality shall have the power to make or cause to be made an official map of all or a portion of the municipality which may show appropriate elements or portions of elements of the comprehensive plan adopted pursuant to Section 302 with regard to public lands and facilities, and which may include, but need not be limited to:

1) Existing and proposed public streets, watercourses and public grounds, including widenings, narrowings, extensions, diminutions, openings or closing of same.

2) Existing and proposed public parks, playgrounds and open space reservations.

3) Pedestrian ways and easements.

4) Railroad and transit rights-of-way and easements.

5) Flood control basins, floodways and flood plains, stormwater management areas and drainage easements.

6) Support facilities, easements and other properties held by public bodies undertaking the elements described in section 301.

(B) For the purposes of taking action under this section, the governing body or its authorized designee may make or cause to be made surveys and maps to identify, for the regulatory purposes of this article, the location of property, traffic way alignment or utility easement by use of property records, aerial photography, photogrammetric mapping or other method sufficient for identification, description and publication of the map components.
5.2A Designate Future Streets on an Official Map

**Benefits of an Official Map**
- The official map helps focus resources on municipal infrastructure projects that meet and advance community goals.
- It helps municipalities make improvements such as connecting and improving the local street network, intersection improvements, protecting important natural areas, and providing more green space, recreation facilities, trails, and sidewalks.
- The official map saves time and money by informing property owners and developers of municipal goals and intentions in advance of development plans.
- It can be an effective negotiation tool for municipalities, helping to ensure that development is compatible with and supportive of public goals.
- The official map supports other land use management tools such as zoning and subdivision/land development ordinances by advancing the implementation of infrastructure, parks and public spaces.

**Paoli Plaza Extension**
Connection between Paoli Plaza and Plank Avenue can have multiple benefits including improved pedestrian and vehicular access to businesses while avoiding traffic and potential congestion on Lancaster Avenue. The new road could create additional “high-value” commercial corners and valuable new building frontages. When placed on an Official Map, the private property is unaffected unless the municipality affirmatively acts on acquiring the private land. The presence of a proposed road, or “paper street,” does not affect the deed or title but does allow the property owner to build and open the street himself as part of an approved future land development plan and dedicate it to the township. These new roads can also get constructed but remain in private ownership in mutual agreement with the municipality.

**Amtrak / Paoli Transit Associates Site Road**
The future development of the Amtrak site on the North side of the rail lines will provide an opportunity to create an alternated East-West connection between Valley Road, and the Intermodal Transportation Center with the Cedar Hollow, Green Hill Road and West Central Avenue areas reducing traffic pressures on existing roads. This proposed road could be incorporated into an Official Map.

**Inter-municipal Pedestrian/Bicycle Connection**
Two historic and un-used arched rail underpasses exist beneath the train tacks and West Central Ave. in Willistown Township. This is a natural and safe way for pedestrian and bicycles to get under the tracks and under West Central Avenue to connect with Cedar Hollow Road and western neighborhoods without traveling on Lancaster Avenue. While this is located in adjacent Willistown, and can’t be incorporated into the Tredyffrin official map, the planning for and discussion of future inter-municipal pedestrian and bike connections provides meaningful guidance in negotiations with potential future developers on the routes. The project may qualify for “rails-to-trails” grant funding.
What We Heard from the Paoli Community

The results of the Community Preference Survey suggest that the Paoli community cares about not only how the streets and sidewalks function, but what the buildings framing the streets look like. The images below show the preferred community character for Paoli. The Town Center zoning district regulates building use, minimum building setback and maximum building height, and in §208-72 Special Development Regulations, do address many of the design goals and issues also identified as priorities in this study. However, there are opportunities to further incentivize desirable development patterns and elements such as active ground floor uses, generous sidewalks, on-street parking and civic spaces most critical to walkable village environments.

The Town Center and Transit District Zoning

The two Town Center Districts, TD—Transit District and TCD—Town Center District, cover nearly the entire Paoli Road Improvement Feasibility Study as shown in the map above. Although these ordinances have encountered a limited number of land development applications since their enactment in 2007, the ordinance appears to be serving their intended purposes quite well. According to the 208-68, “Town Center Districts are intended to be consistent with Article VIIA of the Pennsylvania Municipalities Planning Code (Act 247) and are designed to improve the aesthetic quality and walkability of the area and streetscape, support the economic viability of the area, and promote opportunities for mixed-use buildings which permit residential and nonresidential uses above or behind nonresidential uses.”

Additional Potential Zoning Bonuses

Storefronts at Sidewalks

The activation of the street and sidewalk is promoted by the non-residential use of first floors of buildings that face major streets and arterials. Consistent with that sound planning principle, Tredyffrin Township Zoning Ordinance §208-72(c) prohibits ground floor residential uses in mixed use developments. The existing incentive, §208-71, could be expanded to add an incentive for the placement of storefronts at sidewalks.

Grand Sidewalks

A reward or incentive to construct extra-wide public sidewalks could be included in the zoning bonus chapter, as well as incorporated into the Subdivision and Landscape Ordinance street standards.

On-Street Parking

The creation of new on-street parking by private developers as part of their public improvement contributions can be incentivized. §208-71(1) already provides a zoning bonus for additional off-street public parking provided. By creating a bonus for on-street parking, developers may opt to allow the use of more of their front yard area to be used for the widening of the cartway to provide area for a new on-street parking lane.

Public Civic Spaces

The donation of land for public civic space, either by fee or easement, can be promoted by the provision of a zoning bonus.

Transit-Oriented Development

Transit-oriented development (TOD) is a mixed-use residential and commercial project designed to maximize the benefits of close proximity to public transportation. It often incorporates features to encourage transit ridership and eliminate reliance on the automobile. TODs generally are located within a radius of one-quarter to one-half mile from a transit station, hub or stop. This puts the station within walking distance solving the “last mile” problem. Paoli is a natural location for transit-oriented development due to its proximity to the proposed intermodal transportation center and existing abundant commerce and retail to serve a potential expanded residential population. The creation of a “TOD” use option within the TD and TCD district would enable the Township to prescribe its specific community planning objectives while permitting an efficient and contributing land use to the community.

Source: Center for Transit Oriented Development
5.2C Consider Form-Based Code Provisions

Form-Based Codes

Throughout the last 30 years, Form-Based Codes have been adopted in over 300 communities across the country to address a weakness in conventional zoning ordinances when it comes to the desired form and character of a community. As the history of successful towns and cities across America and Europe suggests, well-designed buildings of the appropriate form and height are likely to change their use dozens if not hundreds of times, however their form should be the focus of zoning rather than overly regulating the permitted uses. Form-Based Codes typically establish:

- A Regulating Plan to guide the location of streets, frontage types and civic spaces
- Street Types to establish the function and character of existing and future streets
- Frontage Types to establish the form of buildings and ground floor architectural features facing streets
- Civic Space Types to encourage passive and active civic spaces connected to sidewalks & key destinations

To learn more about Form-Based Codes, visit the Form Based Codes Institute on the web at: www.FormBasedCodes.org.

A Sample Regulating Plan

As larger blocks are subdivided and the street connectivity improvements are implemented in Paoli, a regulating plan is a proven method for establishing a sound framework for incremental development of a pedestrian-scaled community built around its public infrastructure. The diagram above outlines a sample Paoli Village Regulating Plan and depicts those existing streets recommended as Primary Streets in purple and those future streets recommended as Future Primary Streets in yellow. Those areas designated as Future Primary Streets on private property should remain in their current use until such a time that the property owner chooses to redevelop those properties. Once redevelopment occurs, the Township should work with those land development applicants to follow the Official Map designations (see Section 5.2) & recommended street types.

A Build-To-Zone is a zoning technique for incentivizing buildings to locate the fronts of buildings along sidewalks. Typical Build-To-Zones are 5 to 10 feet wide and could require 40% to 60% of the building front to be located within that Build-To-Zone depending on the desired standards.
Building frontage standards

In village environments, every building, entrance, door, window and storefront becomes an important contribution to the experience of an “outdoor room”. To avoid large expanses of blank walls or walls with too few entrances on the ground floor, a form-based code should be established designating a series of frontage types such as storefront, lightwell or stoop, to promote active, pedestrian-oriented experiences along public streets, civic spaces and public ways.

Incentivize building placement on primary streets

When buildings designed for commercial and retail use are placed more than 20 feet from the sidewalk or there are separations between buildings of greater than 30 feet, the quality of the pedestrian and commercial experience is diminished. To incentivize the placement of buildings along primary streets, the zoning ordinance could create a Build-To-Zone of five to 10 feet in width adjacent to the sidewalk and consider creating a minimum frontage occupancy along these streets where the building face could occupy at least 40 to 60% of the site frontage on a primary street.

Urban Design Guidelines

Design guidelines should focus on the building forms and elements that contribute to pedestrian-scaled places, not architectural styles or materials.

Building Elements—Roof or Cornice, Upper Façade, Expression Lines and Ground Floor Frontages are the fundamental elements of buildings that contribute to pedestrian-scaled places.

Windows and transparency—Safe, attractive spaces that contribute to vibrant streets and provide light and air should offer windows with high levels of transparency. On certain primary commercial streets and civic spaces, storefronts should be required to promote walkable commercial blocks.

Upper floor window openings—To promote public safety and “eyes on the street” connections between buildings and the street life, upper floors should provide windows facing streets and civic spaces.

Building Elements To Be Considered

- ROOF
  - Dormers
- CORNICE
- Lintels
- UPPER FAÇADE
- EXPRESSION LINES
- Transoms
- STOREFRONT
5.2C Consider Form-Based Code Provisions

Prepare Complete Street design standards
As larger blocks are subdivided and the street connectivity improvements are implemented throughout the Paoli area, it will be important to establish design standards calibrated to the intended purpose of future streets, especially those streets identified on the Official Map. These design standards should address:

- Design speed
- Number of travel lanes
- On-street parking
- Number of sidewalks
- Street trees
- Bike lanes
- Sidewalks
- Typical right-of-ways

Incentivize storefronts at sidewalks
Vibrant commercial places should provide contiguous sidewalks and storefronts along the primary commercial streets. Certain block faces on primary streets may require storefronts and sidewalks, where block faces on secondary streets can incentivize but not mandate storefronts. To promote a vibrant street environment building entrances could be required to open onto primary streets.

Civic space standards
To ensure that Paoli offers a variety of civic spaces, a provision either requiring the construction of plazas, pocket parks, pedestrian ways and green spaces or requiring a fee-in-lieu of construction could be established in both the Town Center and Transit Districts at properties that meet minimum area thresholds. This civic space could mandate public access for at least 18 hours per day, however it could be created as publicly or privately-owned land. To ensure these spaces create street-facing activities, these civic spaces would require one or more frontage types such as storefronts, stoops, forecourts and frequent entrances & windows.
Residential Parking Standards

Parking requirements for multi-family residential uses based on unit type or bedroom count provide a more accurate measure of potential parking demand. The current ordinance standards of §207-103 for multi-family sets a fixed requirement of 2.5 spaces per dwelling unit, with 2.25 required under special development regulations in §208-72. It is proposed that a table of requirements based on unit type be developed to right-size the parking standards of mixed-use, multi-family developments likely in the Paoli study area.

The table below sets four basic residential unit types: Efficiency, 1-, 2- and 3-bedroom. Also, to insure an adequate supply additional requirements for visitor parking can be implemented based on unit count.

The proposed fractional parking ratios better reflect the market driven trend towards smaller multi-family residential units. Proximity to major multi-modal transit hubs can be considered for additional bonus applications including further reductions similar to §208-71.

On-Street Parking

On street parking provides multiple benefits including traffic calming, reduced adjacent vehicle lane speeds, and an improved pedestrian environment and perception of safety. It is also statistically the most utilized type of parking, with usage percentages above surface lots and structured parking.

Traditional zoning requires all required parking be provided on the same lot as the principle use. Consequently, parking is generally the greatest factor in calculating site development capacity. It is fundamental that public on-street parking cannot be reserved for the use of a specific individual or associated individuals. However, it is generally accepted that on-street parking is a benefit and a desirable public streetscape activity. As such, the creation of new public on-street parking through developer incentive programs or negotiations should be continued as a planning policy.

Parking Management

Public on-street parking is divided into two classes: long- and short-term. Short-term public on-street parking is for the convenience of retail customers and shorter duration destinations such as restaurants and service businesses. In short-term areas, parking management is needed to create turn-over and a constant supply of available customer spaces is needed by means of parking meters, “pay and display” kiosks, or posted and enforced time limits. The creation of short-term, on-street parking without accompanying turn-over mechanisms such as meters and enforcement risks misuse of the on-street parking by long-term commuters, employees, or residential users. It is often the employees of nearby businesses that utilize preferred customer parking spaces, and parking management and enforcement is needed to keep these “long-term” parkers from utilizing designated short-term spaces.

In all parking management programs, enforcement staff are required to enforce the time restrictions and prohibitions. Careful municipal strategic plans are required before considering the creation of a parking department and the financial implications of both additional revenue and expenses.

<table>
<thead>
<tr>
<th>Multi-Family Parking Unit Types</th>
<th>Existing Regulations all districts</th>
<th>Existing Regulations Special Development</th>
<th>Proposed Ratio*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Efficiency</td>
<td>2.5</td>
<td>2.25</td>
<td>0.75 to 1.5</td>
</tr>
<tr>
<td>1 Bedroom</td>
<td>2.5</td>
<td>2.25</td>
<td>1.0 to 1.50</td>
</tr>
<tr>
<td>2 Bedroom</td>
<td>2.5</td>
<td>2.25</td>
<td>1.25 to</td>
</tr>
<tr>
<td>3+</td>
<td>2.5</td>
<td>2.25</td>
<td>1.25 to 2.0</td>
</tr>
</tbody>
</table>

* Plus one additional off-street visitor space per three dwelling units, or one newly created on-street public parking space per four dwelling units

Residential Permit Parking

In residential neighborhoods adjacent to commuter or retail centers, competition for on-street parking is not uncommon. When a residential area feels parking pressures from nearby uses, a program of residential permit parking can be implemented. Residents and guests are issued dash-displayed permits, and enforcement is required thereafter. This program operates best when there is already an established parking enforcement department and personnel.

Off-Site Parking

In a mature community with existing building stock and compact and irregular parcel sizes, the ability to create new surface parking on the same lot as the use can be difficult or impossible. Existing businesses need the ability to grow and allow natural expansion, and new desirable uses can have economic development benefits. Therefore, permitting parking requirements to be satisfied on another nearby parcel is desirable for economic prosperity and community reinvestment. The Tredyffrin zoning ordinance, §208-72(D)(3), provides a process of approval for off-site shared parking. Parking spaces within a set distance of 500 feet, which can be secured by agreement, can be approved to satisfy all or part of required parking. Additional locations for these “Distributed” parking locations are discussed later in this section.

5.2D Parking Alternatives

On-Street Parking

Planning & Zoning Evaluation

Chapter 5  Planning & Zoning Evaluation
5.2D Parking Alternatives

Shared Parking

Shared Parking is a proven tool to reduce total required parking based on the joint use by two or more land uses that have compatible peak demands and utilization patterns. Mixed uses, such as residential, combined with retail or offices, are desirable combinations for shared parking due to compatible peak demands. This mixture of uses is employed successfully in many communities to create downtown character with an efficient use of limited parking.

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>Shared Parking Calculations</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>10%</td>
<td>15%</td>
<td>10%</td>
</tr>
<tr>
<td>Commercial</td>
<td>20%</td>
<td>10%</td>
<td>0%</td>
</tr>
<tr>
<td>Restaurant</td>
<td>10%</td>
<td>10%</td>
<td>0%</td>
</tr>
<tr>
<td>Hotel/Resort</td>
<td>10%</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>Indoor/Outdoor Place of Entertainment</td>
<td>0%</td>
<td>10%</td>
<td>0%</td>
</tr>
<tr>
<td>Office</td>
<td>0%</td>
<td>5%</td>
<td>0%</td>
</tr>
<tr>
<td>Industrial</td>
<td>5%</td>
<td>10%</td>
<td>5%</td>
</tr>
</tbody>
</table>

Table 1

Pricing reductions in Tredyffrin are already permitted based on a shared joint-use application according to the ordinance standards: Shared Parking Calculations (Table 1). The weekday percentages of utilization specified for residential uses is 100% for all time periods. This makes any shared parking for residential mixed use development prohibited, and this is a potential opportunity for ordinance modifications.

The ULI has published a table of shared parking utilization factors (Table 2) that provides data on residential utilization based on time of day. The three categories of residential are “Guest”, which are the non-reserved non-resident parking spaces provided; “Reserved”, which is the spaces specifically restricted to individual residents; and general “Resident” spaces. The ULI data indicates that Resident spaces are only utilized at 75% by 10am and 65% at noon. Residential utilization does not reach 90% until 6pm. By contrast a review of the office employee and visitor factors would suggest that these uses have a compatible demand arc with residential uses. Residential is slightly less compatible with retail and even less with lodging. The matrix in Figure 1, produced by the Congress of the New Urbanism as part of their Smart Code™, shows the same percentages in the ULI Data Table 2 below, but is represented as a whole number factor.

**Recommendation**

The current Tredyffrin ordinance does acknowledge the need for shared parking in a balanced land use regulatory framework. But the utilization percentage of 100% for residential uses at virtually all times of day or night creates a de-facto prohibition from shared residential parking. It is recommended that the township consider amending the shared parking factors and incorporate data similar to the ULI recommended factors in Table 2. These daytime factors generally average 75%, as opposed to the 100% factor in the current ordinance. The creation of room for shared parking under the factor “cap” will encourage efficient joint use and promote economic development and full utilization of facilities.

Table 2
Distributed Public Parking

Parking needs of existing historic communities are generally not met by a few large public parking areas but rather they rely on a network of smaller “distributed” public parking lots scattered within the business districts. These smaller lots can either be municipal-owned or private with an arrangement or agreement for public use.

Many parking lots are under-utilized during peak retail and evening hours. When the demands of commuter parking is adequately satisfied within a transportation center district, the remaining retail, residential and commercial land uses can create synergies with their parking facilities and needs.

As discussed earlier in this section, shared parking is a successful way to provide parking for specific-use groups during their peak hours. If a central business district is nurturing its entertainment and dining sectors, it can provide additional parking for these uses in existing parking lots of businesses that are normally closed in the evening. Businesses such as banks and office buildings, and institutional uses like churches, have large areas of parking that sit empty and unused for large periods. These lots can be rented or easements acquired by the municipality, to provide peak parking facilities.

Distributed Parking Opportunities in Paoli

In Paoli, the well-positioned Baptist Church lot is a natural candidate for a sharing or lease agreement. The Church could provide valuable additional daytime retail parking. Other Paoli businesses such as the Verizon, Wells Fargo, Malvern Federal, TD, Penn Liberty or Bryn Mawr Trust banks all are prime for evening use of their empty lots. Also certain low volume streets such as Greenwood Avenue and Paoli Plaza could be optimized to provide parallel and angled parking to maximize the number of parking spaces within the public right-of-way. This type of public-private solution to parking needs can bring additional public parking to Paoli without major public expense.

Potential Parking Diagram

The diagram at the right identifies a number of opportunity sites where existing parking could be more effectively utilized during off-peak periods and locations where public parking could be enhanced and optimized. Each colored block identifies areas where shared parking opportunities should be pursued.

Case Study: Doylestown, Pennsylvania

Many communities have successfully used a shared and distributed parking strategy to ease parking congestion within an existing commercial area and without constructing expensive parking garages or purchasing valuable private land. One example is Doylestown, Pennsylvania. This historic Bucks County community and County Seat has a compact street grid with only a few public-owned parking lots. Through negotiations with the County, the courthouse public parking lots, which are empty in the evenings, are open to public use. But not all communities have empty Courthouse parking lots in the evening. Another distributed and shared parking opportunity they used involves banks and office buildings downtown. These businesses are almost always closed by 6 PM, which makes them very compatible with evening peak uses such as restaurants and entertainment venues. In Doylestown, leases were negotiated with private property owners for the evening use of bank parking lots. These lots are signed to communicate the hours they are open for public use, and as part of the leases, the property owners get enhanced police patrols, snow removal, and street sweeping. Church parking lots are another opportunity for shared use and distributed parking. A church, with few exceptions, has parking for a peak use on Sunday mornings. While other activities occur in churches on other days, such as community meetings and clubs, the number of visitors pales compared to the Sunday peaks. Consequently, these large church lots are natural opportunities for municipal public parking that can service weekday retail shopping uses. In this regard, Churches are ideal due to their providing often needed daytime weekday parking. Churches rely on donations and contributions to sustain their properties and ministries and are particularly financially lean organizations. Given the opportunity to rent their empty parking lots when they don’t need them for public parking and creating a revenue stream and maintenance cost mitigation can be very attractive to a congregation.