



## SHARED PARKING ANALYSIS

A shared parking analysis was performed to investigate the shared parking potential between the proposed land uses in Falls Church City Center development. This analysis is based on methodologies and data contained in the Urban Land Institute’s (ULI) *Shared Parking, 2<sup>nd</sup> Edition* publication.

The parking demand aspects of a mixed-use site vary from a standard analysis in two ways. First, the peak demand for different land uses of a site will vary throughout the time of day, day of week, and months of the year. Second, interaction between the uses will reduce the overall demand for parking. The combination of these two factors leads to a lower peak parking demand than if the peak demands for all uses were calculated and added individually.

This shared parking analysis was conducted for the base condition using the hourly distributions of this demand for the proposed land uses in the Falls Church Center development. The analyses utilize hourly and seasonal distributions of parking demand published in the ULI publication mentioned previously. The following charts depict the change in parking demand over the course of a design weekday and Saturday for the base condition. **Figure 1** below shows a maximum shared parking demand of 1,918 spaces, occurring at 2:00 PM on a weekday afternoon in early December, which is 251 spaces less than the 2,169 parking spaces provided on the site. As shown in **Table 2** below, 2,374 spaces are required without shared parking on a weekday afternoon in early December, resulting in a 19.2% (456 spaces) reduction in the amount of parking required for the site on a weekday. The shared parking demand includes 125 spaces reserved for the bowling alley at all times.

**Figure 2** shows a maximum shared parking demand of 1,577 spaces, occurring at 7:00 PM on a weekend evening in late December, which is 592 spaces less than the 2,169 parking spaces provided on the site. As shown in **Table 2**, 1916 spaces are required without shared parking on a weekend evening in late December, resulting in a 17.7% (339 spaces) reduction in the amount of parking required for the site on the weekend.

**Table 2: Shared Parking Analysis Table**

Day	Peak Parking Demand		Difference	
	wo/Shared Parking	w/Shared Parking	No. of Spaces	Percent
Weekday	2,374	1,918	456	19.2%
Weekend	1,916	1,577	339	17.7%

Peak Parking Demand (EARLY DECEMBER, WEEKDAY)

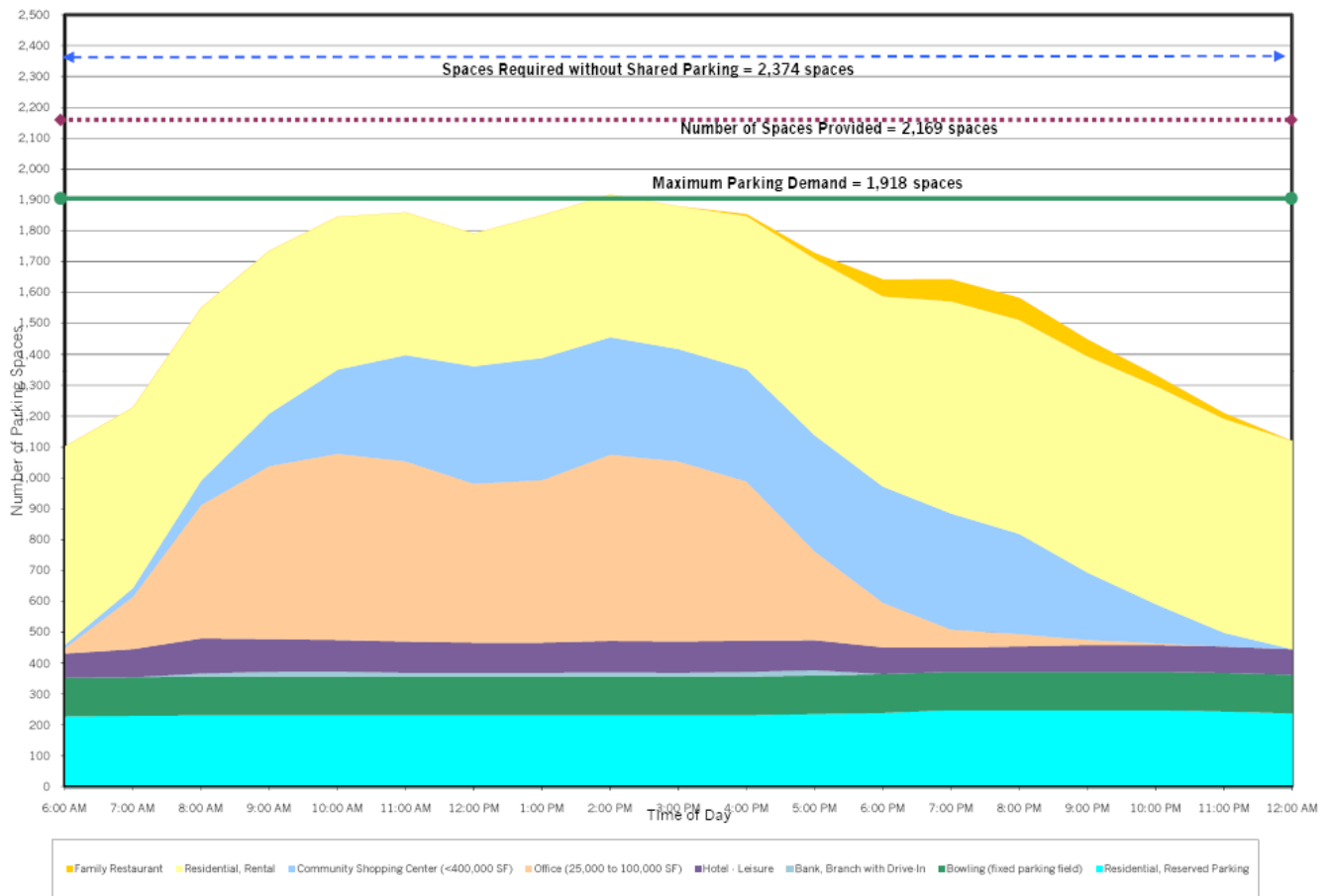
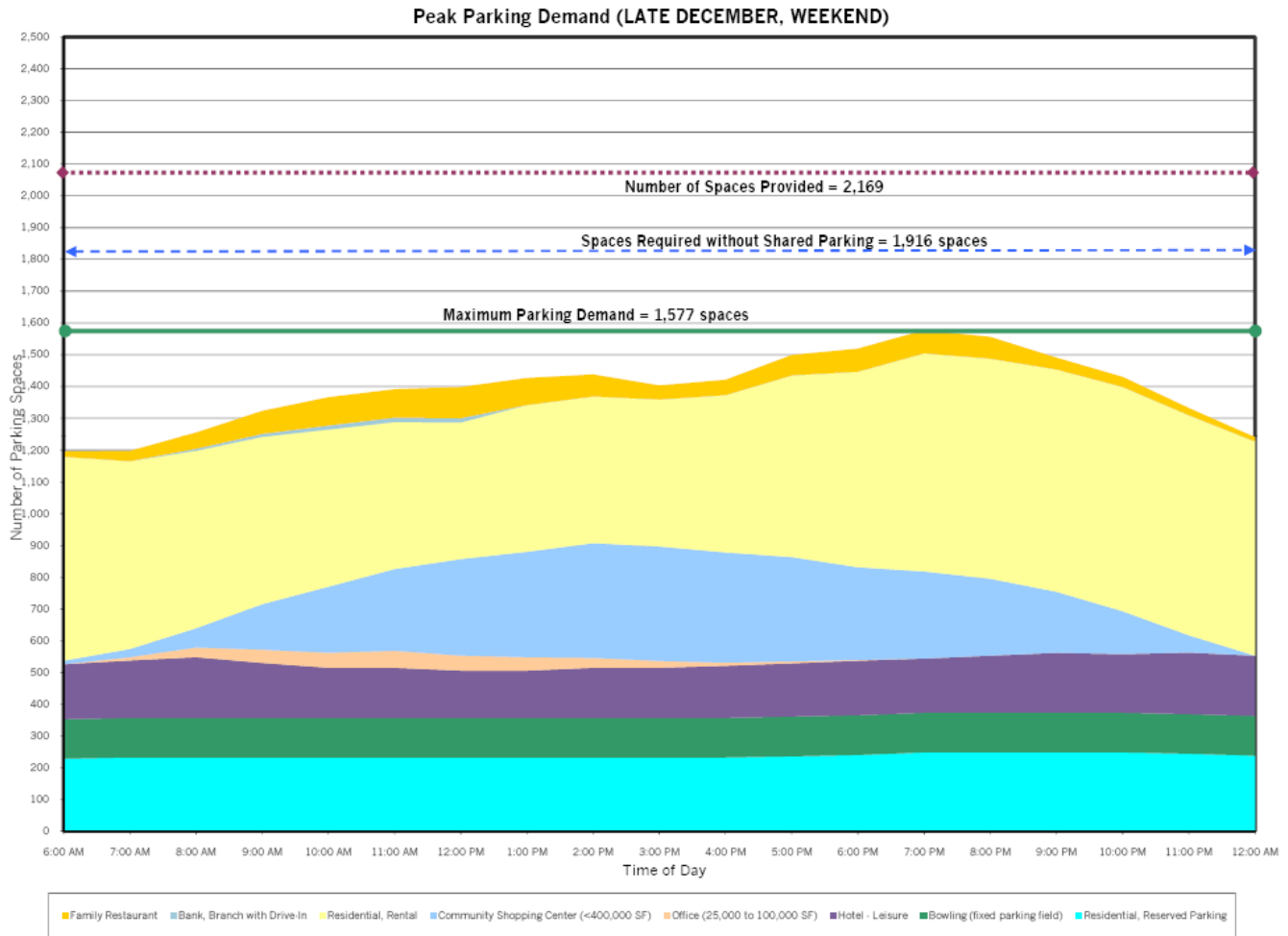


Figure 1: Parking Demand for Weekday Design Conditions



**Figure 2: Parking Demand for Weekend Design Conditions**

## CONCLUSION

This study was performed to investigate the shared parking potential between the proposed land uses in the Falls Church City Center development in Falls Church, Virginia. The analysis reveals that for the base condition the amount of parking spaces required for the development would be 1,918 spaces. Therefore, the 2,169 spaces that will be provided on the site will easily accommodate the parking demand for the site.