

Orlando City Council - Workshop
Council Chambers, City Hall
400 South Orange Avenue
October 5, 2015

In attendance:

Mayor Buddy Dyer
Commissioner Jim Gray, District 1
Commissioner Robert F. Stuart, District 3
Commissioner Patty Sheehan, District 4
Commissioner Regina I. Hill, District 5
Commissioner Samuel B. Ings, District 6
Kyle Shephard, Chief Assistant City Attorney
Francis (F.J.) Flynn, Economic Development Deputy Director
Celeste T. Brown, City Clerk
Officer Edgar Malave, Sergeant at Arms
Officer Joseph Lundy, Sergeant at Arms
*Absent Commissioner Tony Ortiz

Mayor Buddy Dyer called the meeting to order at 10:05 a.m. The subject of the workshop was “Urban Development Parking Requirements”. The Mayor called on F.J. Flynn, Deputy Director of Economic Development to begin the presentation. Mr. Flynn introduced Tanya Wilder, Transportation Planning Division and Jason Burton, City Planning Division who assisted with the details of the project.

Mr. Flynn stated this presentation is the result of a project that resulted in providing an overview of the current parking space requirements based upon recent cases, reasons for granting parking reductions, current parking reduction practices and City policies versus National requirements.

He stated the main focus of the project involved reviewing the required number of spaces per City Code and special Downtown area rules. The recent downtown cases studied include Orlando Central (11 W. Jefferson) and 520 E. Church Street. He discussed the proposed parking space reductions in each location were based upon the number of residential units and retail use. Also taken into consideration were proximity to transit options and location of nearby parking facilities. He reflected on how the current data revealed changes in developing codes in comparison to the data from the 1950’s and 60’s. Retailers in Urban Cores are less reliant on Auto-Centric customers.

He discussed several ways the City will grant parking reductions such as through joint parking agreements, permits, modifications and variances.

He presented case study information for Austin, Sacramento, Tucson and Miami, indicating that Orlando was in line with these other cities in terms of supporting a 40% parking reduction. In support of a 40% parking reduction he shared the findings of actual downtown parking demand at 55 West Church Street.

In summary, he recapped the projects findings as follows: 1) the study revealed that parking demand varies with location; 2) oversupply of parking is costly in terms of increases per unit costs, decreases in useable area and disincentive to other modes; 3) Orlando’s parking reduction policies mirror those nationally; 3) reduced modes requirements will help Orlando move toward other modes of transportation; 3) in line with 2006 Downtown Transportation Plan recommendations to invest in other modes and balance parking supply.

In moving forward, Mr. Flynn stated within the upcoming months the City will be amending the Code to reflect a tiered approach to parking reductions, capped at 40% and quantify the process for all concerned.

At 10:31 a.m. the workshop was opened to comments and questions by the Mayor and the commissioners and discussion ensued.

The workshop was adjourned at 11:14 a.m.

Celeste T. Brown
City Clerk