Urban Development Parking Requirements

Economic Development Department
Monday, October 5, 2015

Parking Requirements

- Recent cases
- Reasons for granting parking reduction
- Current parking reduction practices
- City Policies v. National

Adopted Parking Code

- City Code Chapter 61 Part 3
  - Design of Loading Facilities
  - Design of Bicycle Parking
  - Design of Parking Facilities
  - Required Number of Spaces
  - Special Downtown Area Rules

Recent Downtown Orlando Cases

- Orlando Central (11 W. Jefferson)
- 520 E. Church St.

Orlando Central

- 450 Apartments, 13.5 ksf retail
- 735 spaces required by Code
- 478 parking spaces proposed
- Items Considered:
  - Within Downtown Core
  - Transit
    - SunRail
    - LYMMO
  - Gertrude's Walk
  - Inside the Downtown Parking Area
  - Nearby Parking Facilities:
    - Jefferson Street Garage
    - Central Garage
- Staff supported / BZA granted 36% reduction

520 E Church Street

- Phase 1 – 351 Apartments, 2.9 ksf retail
- 618 spaces Required by Code
- Requested 25% Reduction
- Items Considered:
  - East Edge of Downtown
  - No adjacent Public Parking facilities
  - Less parking availability
  - Not adjacent to commuter rail
  - Parking spillover threat

Developer modified the project to meet minimum required parking.

Questions:

1. Why does the City reduce the required minimum number of Parking Spaces?

2. How does the City grant Parking Reductions?

3. How do Orlando's practices compare to similar cities?

4. Is 40% a reasonable and supportable reduction in Orlando?

Question 1

Why does the City reduce the required minimum number of Parking Spaces?

Why does the City allow Reductions to Code Minimums for Parking Spaces?

- No one size fits all solution
- Parking Demand is affected by:
  - Proximity to Other Mode Options
  - Proximity to Complimentary Land Uses
  - Context of Location regarding Pedestrian Environment
  - Demographics of Users
- All of these Factors vary across the diverse areas of Orlando

What Does the Data Reveal?

- TOD housing generates 47% less traffic volume
- 20/20 oversupply rule (Cost / Land Area)
  - 45% of Orlando households spend more than 30% of their income on housing.
- Parking over supply provides a disincentive for transit ridership
- Retailers in Urban Cores are less reliant on Auto-Centric customers

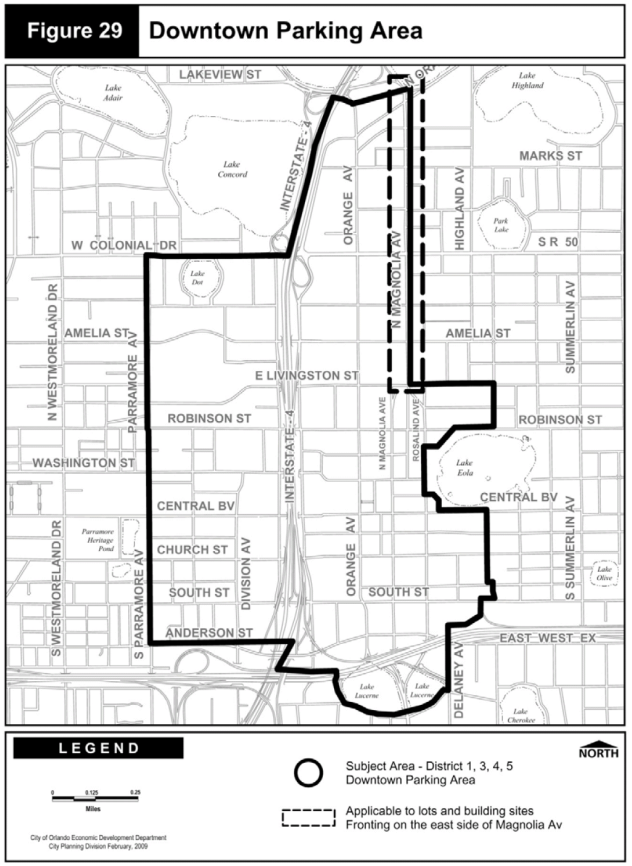
Question 2

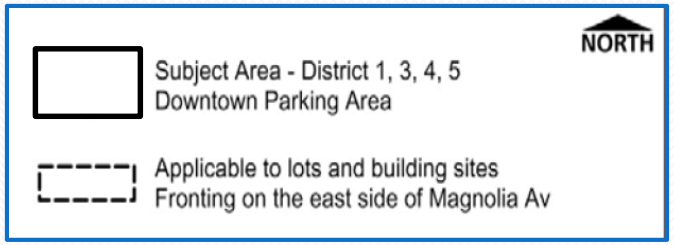
How does the City grant Parking Reductions?

Downtown Parking Area

- Help Downtown develop as a true Urban place
- Recognized:
  - Parking Policy influences Development
  - Parking Policy has long-term effects

FIGURE 29. DOWNTOWN PARKING AREA





Orlando Downtown Minimum Parking Comparison:

	Citywide (*sp/ksf or du*)	DT Parking Area (*sp/ksf or du*)	Reduction
Retail	2.5-3.5	0.0	100%
General Office	2.5	1.0	60%
Medical Office	2.8	1.0	64%
Hotel	0.5	0.35	30%
Multi-Family Residential			
Efficiency	1.0	1.0	0%
Studio or 1 BR	1.5	1.5	0%
2 BR	1.75	1.75	0%
3 BR	2.0	2.0	0%

By Right Parking Reductions

- Government-assisted elderly housing: 40%
- Mixed-Use development within ½ mi of commuter rail station:
  - 0.25 sp/du (14-16% overall requirement reduction)

Parking Reductions by Agreement

- Joint Parking Agreement:
  - Receiving Facility must have spaces above the minimums for their own uses
  - Parking facility must be proximate to building site
    - Pedestrian Shed

Parking Reductions by Permit

- Conditional Use Permit:
  - Residential Component of mixed-use development: up to 25%

Parking Reductions by Modification

- Modification of Standards:
  - 10% or 2 spaces (whichever is greater)
  - Zoning Official Approval

Parking Reductions by Variance

- Zoning Variance:
  - No Maximum Reduction Specified
  - Requires Board of Zoning Adjustment Approval

Parking Variances Allowed

- MXD/T, MU/T, O/T and AC/T Zoning: up to 15%
  (based on mode split)
- Shared Parking for Mixed-Use:
  No maximum reduction specified
  (non-coincidental peak demand times and unreserved parking spaces)
- Alternative Transportation Services: up to 40%
  - Transit:
    Located near Bus or Train Stop -Reduction = Level of use
  - Carpooling / Vanpooling program
  - Either or both criteria may apply

Parking Variance Review Factors:

- Threat of Parking Spillover:
  - Proximity to Residential Neighborhoods
- Availability of Public Parking:
  - Access to Public garages and lots with available capacity
- Operational Study:
  - Engineering Study supporting reduced parking demand
- Transit Environment:
  - Proximity to Transit Mode(s)
- Walkability

Question 3

How do Orlando's practices compare to similar cities?

Programs Supporting Parking Reductions

- Transit Incentives
- Transit Supportive Zoning (Density/Intensity)
- Shared Parking
- Carsharing
- Bikesharing
- Bike / Ped Infrastructure Improvements
- Real-Time Parking & Payment Technology
- Dynamic Pricing for Parking

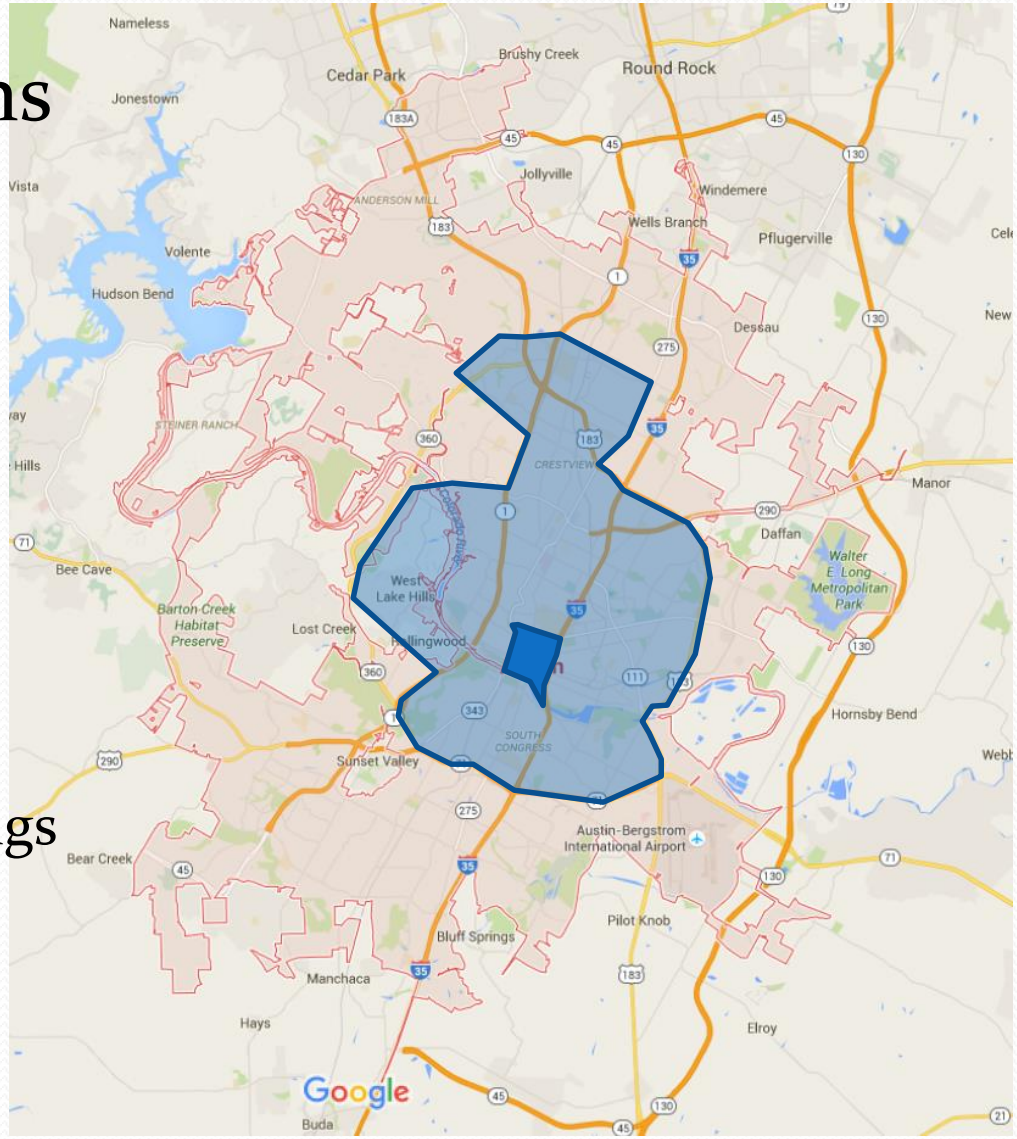
Benchmark Cities

- Nashville, TN
- Denver, CO
- Seattle, WA
- Austin, TX
- Grand Rapids, MI
- Sacramento, CA
- Salt Lake City, UT
- Tucson, AZ
- Miami, FL
- Tampa, FL

No Parking Requirements Downtown
(100% reduction)

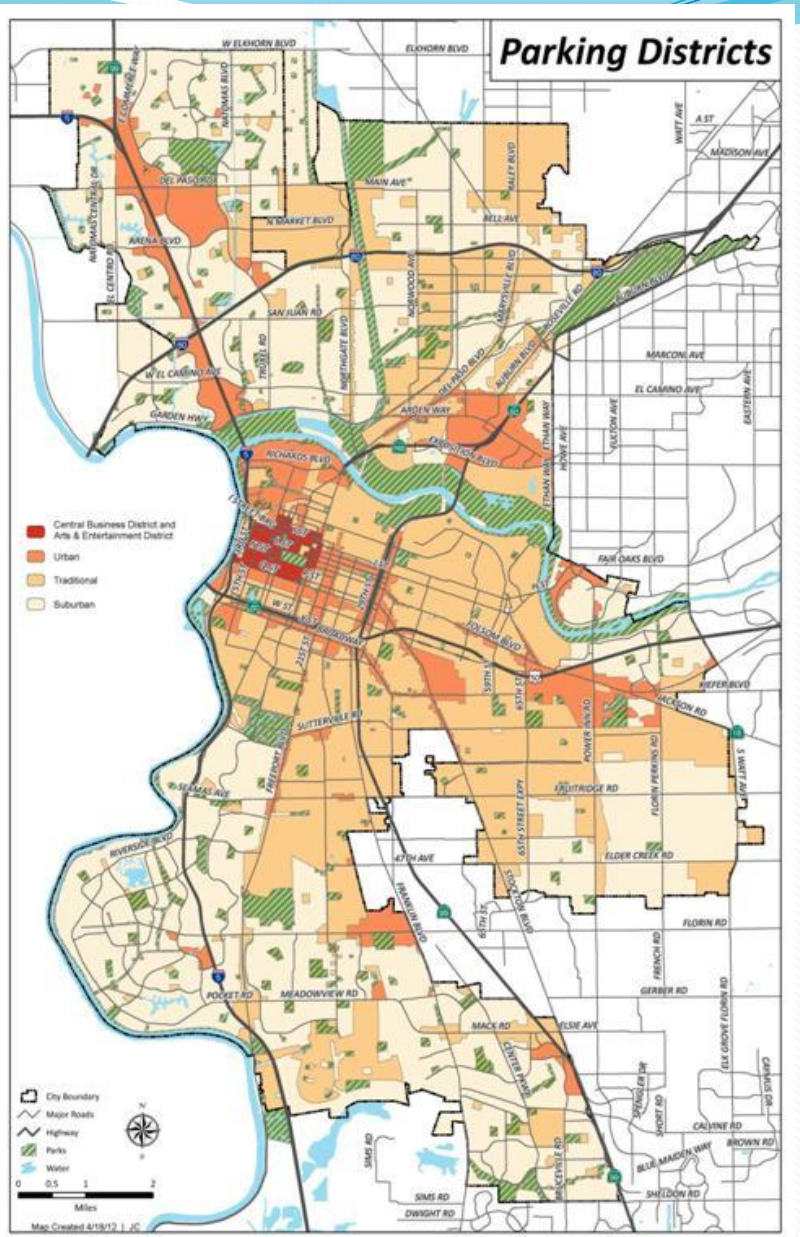
Case Study: Austin, TX

- Area Based Reductions
- Multi-family Residential Requirements
  - Central Area - 20% By Right
  - Special Zoning Districts – Up to 60% Reduction Based on:
    - Prox. To Univ.
    - Affordable Housing
    - Car Sharing
    - Use of Historic Buildings
  - CBD – 100% Reduction By Right



Case Study: Sacramento, CA

- Zoning District Based Reductions
- Multi-family Residential Requirements
  - Traditional Districts:
    33% Reduction By Right
  - Urban Districts:
    67% Reduction By Right
  - CBD/Entertainment District
    100% Reduction By Right



Case Study: Tucson, AZ

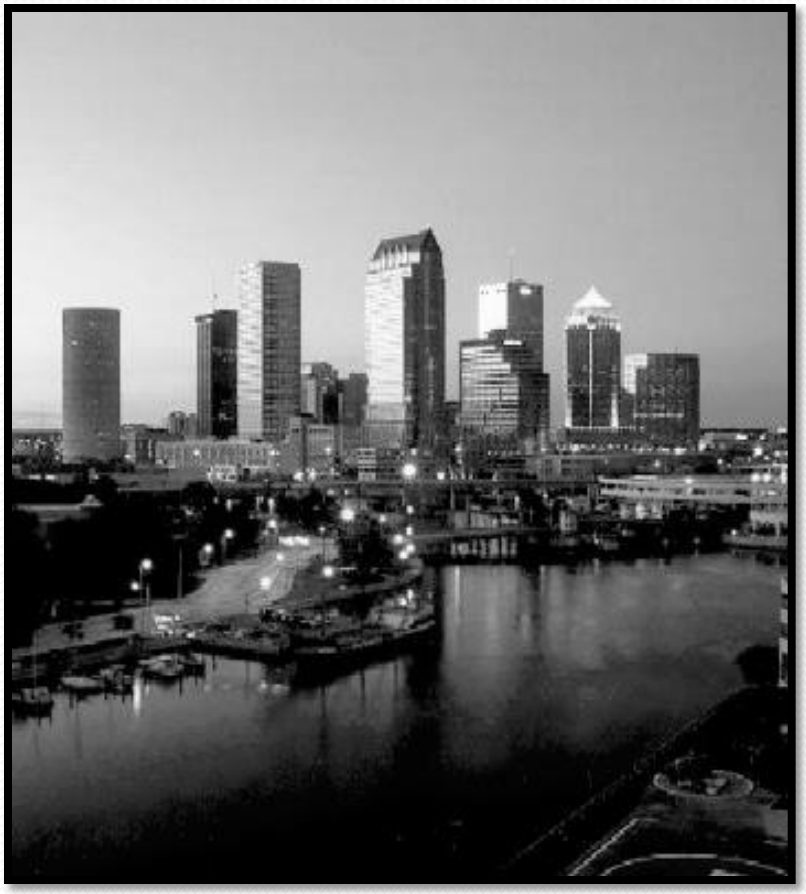
- Citywide requirements = Orlando
- Projects w/Density of 70 units/ac:
  20-25% Reduction (1.25 sp/du)
- Downtown Residential:
  35-45% Reduction (1.0/unit)
- Downtown Office:
  50% Reduction (2.0-2.5 sp/ksf)
- Downtown Hotels:
  35-45% Reduction
- Citywide allows maximum reduction of parking up to 30%

Case Study: Miami, FL

- 50% reductions for most uses in Urban Core
- 100% reduction for residential uses in Urban Core
- Up to 30% Citywide via administrative process

- Reduction factors:
  - With supporting study
  - Proximity to transit
  - Shared parking
  - Proximity to specific transects
  - Small infill projects up to 10K square feet

Case Study: Tampa, FL



- Allowable Reductions:
  - Inside CBD (By Right)
    - Multi-family: 30-35%
    - Office & Hotels: 67%
    - Retail: 50-75%
- Multi- family residential: 2-4% < Orlando citywide
- Other Reductions Via
  - Zoning Official
  - Board Approval

Question 4

Is 40% a reasonable and supportable reduction in Orlando?

Actual Downtown Parking Demand

55 West

- Joint use garage:
  - Reserved Resident Parking
  - General Public Parking
- Residents may purchase Monthly and Daily parking in general public area

55 West Church Street

	Resident Reserved Area	Public Area	Res. Passes in Public Area	Resident Parkers	Demand per Occp. Unit
Spaces	612	480			
Weekend Count	253	85	61	314	0.75/du
Weeknight Count	376	91	61	437	1.04/du

Occupancy on date of Counts = 420 Residential Units
Counts Collected on September 20 & 22, 2015 before 5 am

55 West Church Street Findings

- Multi-family residential requirement for 55 West
  = 1.65 spaces/unit (based on the # of bedrooms)

- **Weekend** peak hour actual demand
  = 0.75 spaces/occupied unit

  45 % of Req. Min.

- **Weeknight** peak hour actual demand
  = 1.04 spaces/occupied unit

  63% of Req. Min.

- Conclusion: Peak Residential Parking is well below Code Required Min. for this Downtown Development

Recap

- Parking demand varies with location
- Over supply of parking is costly
  - Increases per unit costs
  - Decreases useable area
  - Disincentive to other modes
- Orlando's parking reduction policies mirror those nationally
- Reduced requirements will help move Orlando toward other modes of transportation
- Downtown Transportation Plan (2006) Recommendations
  - Invest in other modes
  - Balance parking supply

Moving Forward

- Amend Chapter 61 Part 3
  - Create a tiered approach to parking reductions
  - Capped at 40%
  - Quantify the process for all concerned
- Suggested Tiers:
  - Proximity to Premium Transit: up to 15%
  - Proximity to Local Bus Service: up to 5%
  - Proximity to Public Parking Garages/Lots: up to 10%
  - Inclusion of Affordable Housing Element: up to 10%
  - Enhanced Pedestrian Environment: up to 5%
  - Provision of Car or Bike Sharing Space: up to 2%
  - Use of Shared Parking Agreements: up to 10%
  - Mixed-Use Developments: up to 10%
  - Carpooling/Vanpooling: up to 5%
  - Travel Demand Management: up to 5%

Questions & Comments