ALTERNATIVES FOR REDUCING OR ELIMINATING COMPACT CAR PARKING

City Council Transportation and Environment Committee

February 25, 2008
PURPOSE

Brief the committee on compact parking allowances and parking regulations generally, and present options on reducing or eliminating compact spaces.
BACKGROUND

- At the December 12, 2007 Council meeting, Council directed staff to brief Council on Compact Car parking provisions
- Parking issues were last considered by the City Council in 2001
- Compact space provisions were added to the code in 1983
ISSUE

- Whether to revise off-street parking regulations which allow for reduced compact car parking stall widths.
- Whether to modify other parking requirements to address possible non-conformance issues created by changes to compact car space provisions.
OBJECTIVE

- Eliminate or dramatically reduce 7.5 feet wide spaces without adversely impacting the provision of adequate parking or development opportunities.
CURRENT REGULATIONS

35% of required off-street parking spaces may be “Compact” sized spaces
- 7’-6” by 16’-0” spaces with 18’-0” maneuvering aisle.

Remainder must meet “Standard” sized spaces
- 8’-6” by 18’-0” spaces with 24’-0” maneuvering aisle.
For Dimensions, See Table II
A = Parking Angle 90
B = Stall Width 7.5'
D = Aisle Width 18'
Y1 = Module width, one row 34'
Y2 = Module width, two rows 50'

Compact Spaces

No Parking is allowed in the 20’ x 20’ visibility triangle (Ordinance 19062)
For Dimensions, See Table II
A = Parking Angle  90
B = Stall Width  8.5'
D = Aisle Width  24'
Y1 = Module width, one row  42'
Y2 = Module width, two rows  60'

“Full” Size Spaces

No Parking is allowed in the 20’ x 20’ visibility triangle (Ordinance 19062)
<table>
<thead>
<tr>
<th>Parking Angle</th>
<th>A</th>
<th>D</th>
<th>Y1</th>
<th>Y2</th>
<th>B</th>
<th>A</th>
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<th>Y1</th>
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<tbody>
<tr>
<td>30</td>
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**TABLE 11 - PARKING BAY WIDTH**

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<tr>
<th>7.5' STALL WIDTH x 16'</th>
<th>ONE WAY</th>
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<th>ONE WAY</th>
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<thead>
<tr>
<th>8.5' STALL WIDTH x 18'</th>
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<td>A</td>
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Parking Requirements

- **Restaurant** – 1 space per 100 s/f
- **Retail** – 1 space per 200 s/f
- **Office** – 1 space per 333 s/f
- **Med Office** – 1 space per 200 s/f
- **Manufacturing** – 1 space per 600 s/f
- **Warehouse**
  - First 20,000 s/f – 1 space per 1,000 s/f
  - Over 20,000 s/f – 1 space per 4,000 s/f
Many parking lots utilize compact parking and may become non-conforming if there were no change to existing off-street parking requirements.

The uses with the greatest demand for parking (personal services, retail and restaurants) are the most difficult to monitor and control who parks in what space.

Compact parking is most appropriate where a large proportion of spaces can be assigned (office and residential).
Issues

- When standard or oversize vehicles utilize compact spaces there is a net reduction in available spaces when adjacent spaces cannot be utilized.

- Reductions in required, or functional, parking spaces may result in:
  - Congestion on adjacent streets
  - Spillover parking into neighborhoods
ALTERNATIVES

- Eliminate all compact spaces
- Eliminate all compact spaces for surface parking but allow in structured parking
  - May encourage structured parking
  - Helps with design constraints of structured parking
- Eliminate compact spaces for personal service and retail uses but allow for other uses.
- Consider reductions in parking requirements for certain uses in conjunction with reduction or elimination of compact parking allowance.
### AREA CALCULATIONS

<table>
<thead>
<tr>
<th></th>
<th>Depth</th>
<th>1/2 Aisle</th>
<th>Width</th>
<th>s/f</th>
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</thead>
<tbody>
<tr>
<td>Compact Space s/f</td>
<td>16</td>
<td>9</td>
<td>7.5</td>
<td>187.5</td>
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<tr>
<td>Standard Space s/f</td>
<td>18</td>
<td>12</td>
<td>8.5</td>
<td>255</td>
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</table>

Example of difference in area required for 100 parking spaces if compact spaces were eliminated.

Current requirements
- Full Size 65 x 255 = 16,575 s/f
- Compact 35 x 187.5 = 5,562.5 s/f
- Total = 23,137.5 s/f

All Full Size requirements
- Full Size 100 x 255 = 25,500 s/f
- Delta = 2,362.5 s/f +/- 10%
## AREA CALCULATIONS

<table>
<thead>
<tr>
<th>Retail Scenario</th>
<th>Drug Store 14,000 s/f</th>
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<tbody>
<tr>
<td>Parking ratio</td>
<td>1/200 s/f</td>
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<tr>
<td>Required parking</td>
<td>70</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Spaces</td>
<td>s/f</td>
</tr>
<tr>
<td>35 % Compact</td>
<td>24</td>
<td>187.5</td>
</tr>
<tr>
<td>Full Size</td>
<td>46</td>
<td>255</td>
</tr>
<tr>
<td>Total</td>
<td>70</td>
<td></td>
</tr>
<tr>
<td>All Full Size</td>
<td>70</td>
<td>255</td>
</tr>
<tr>
<td>Change</td>
<td></td>
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</tr>
</tbody>
</table>

Example of 10 % parking reduction for retail

Decrease 1/200 parking requirement by 10% = 1/220

14,000 s/f at 1/220 = 64 parking spaces  
64 x 255 = 16,320 s/f
## AREA CALCULATIONS

<table>
<thead>
<tr>
<th>Office Scenario</th>
<th>Office 40,000 s/f</th>
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<tbody>
<tr>
<td>Parking ratio</td>
<td>1/330 s/f</td>
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<tr>
<td>Required parking</td>
<td>121</td>
</tr>
<tr>
<td>Spaces</td>
<td>s/f</td>
</tr>
<tr>
<td>35 % Compact</td>
<td>42 187.5</td>
</tr>
<tr>
<td>Full Size</td>
<td>79 255</td>
</tr>
<tr>
<td>Total</td>
<td>121</td>
</tr>
<tr>
<td>All Full Size</td>
<td>121 255</td>
</tr>
<tr>
<td>Change</td>
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</tbody>
</table>

Example of 10 % parking reduction for office
Decrease 1/330 parking requirement by 10% = 1/363
40,000 s/f at 1/363 = 110 parking spaces 110 x 255 = 28,050 s/f
PARKING REDUCTIONS

- Mixed use provisions (shared parking)
- TOD Planned Developments
- Board of Adjustment Exception
  - Up to 25%
- Board of Adjustment Variance
  - No limit, must have hardship
Neighboring City Compact Parking Provisions

- Addison – None
- Arlington – None
- Cedar Hill – None
- Farmer Branch – None
- Fort Worth - None
- Grand Prairie – None
- Irving - 10%, 8’x16’
- Plano – Limited (none for retail)
  - Single tenant (up to 50%) office, manufacturing, warehouse, institutional, 7.5’x16’
Other Texas City Compact Parking Provisions

- Austin – 30% (for sites with more than 12 spaces), 7.5’x 15’
- Houston – 35% (except in residential or in lots with less than 40 parking spaces), 8.5’x17’
- San Antonio – 30%, 8’x16’
Additional City Compact Parking Provisions

- Oklahoma City, OK - 15%, 7.5’x15’
- Denver, CO - 40%, 7.5’x15.5’
- Orlando, FL - 30% in parking garage; prohibited in surface parking lots, 7.5’x17’
- Phoenix, AZ - only in excess of required parking spaces; located in the lowest use areas of the site, 8’x16’
- Tampa, FL - 65%, 8’X16’
Reasons for Abandoning Compact Parking Provisions

- Simplifies parking regulations
- Eliminates enforcement issues
- Improves traffic circulation on site
  - No need to search for appropriate size space
  - Reduces maneuvering issues
- Eliminates frustration and user complaints
Issues with Abandoning Compact Parking Provisions

- Creates non-conformity relative to parking
- Certain uses, like restaurants, are difficult to justify any reduction in parking spaces
OTHER PARKING ISSUES

- Eliminate parking requirements downtown
- Allow fees to be charged for required parking
  - For certain or all uses
  - For structured parking
  - For parking a minimum distance from residential
- Provide for administrative reductions for certain uses such as warehouse and manufacturing
- Require additional landscaping if parking is in excess of requirement
Next Steps

- Provide staff direction on preferred alternatives
- Draft proposal
- Schedule for the Zoning Ordinance Advisory Committee
  – Stakeholder input
  – Public dialogue
- Schedule for the City Plan Commission
- Schedule for City Council