



# City of Denton

City Hall  
 215 E. McKinney Street  
 Denton, Texas  
 www.cityofdenton.com

## AGENDA INFORMATION SHEET

**DEPARTMENT:** Development Services

**CM:** Todd Hileman

**DATE:** February 27, 2018

### SUBJECT

Receive a report, hold a discussion, and provide direction to staff on recommended changes to residential parking standards.

### BACKGROUND

As part of the January 9, 2018, City Council Work Session, staff prepared a report outlining contributing factors associated with Multifamily/SRO and Single-Family developments that are interrelated in examining parking requirements. Staff presented a number of recommendations for consideration in regards to addressing residential parking in the City.

At the conclusion of the workshop, direction was provided to bring back recommendations to allow for some flexibility in parking requirements for specific areas of the City and an increase in residential parking standards.

### RECOMMENDATIONS

As a result of the direction given at the January 9, 2018 City Council Work Session, staff has prepared five (5) recommendations. Included with each recommendation is the initial consideration from the January 9, 2018 Work Session with recommended changes.

#### 1. MINIMUM PARKING STANDARDS

##### Initial Consideration

Increase the residential parking requirements as shown below:

RESIDENTIAL USE	Min./Max Spaces (Current)	Min. Spaces (Proposed)
Mixed density Multifamily dwellings, Student-SRO, or manufactured housing		
<i>Studio or One bedroom units</i>		<u>1.25/Unit</u>
<i>Two or more bedrooms</i>		<u>1.25/Bedroom</u>
<i>Efficiency/studio (501-600 SF)</i>	1.25/unit	
<i>1BR or &gt;600 SF</i>	1.5/unit	



Hypothetical Example - 100 Unit Development:

Type	Current	Recommended
<b>25 1-BR Units</b>	38 Spaces	25 Spaces
<b>25 2-BR Units (50 BR)</b>	44 Spaces	50 Spaces
<b>25 3-BR Units (75 BR)</b>	50 Spaces	75 Spaces
<b>25 4-BR Units (100 BR)</b>	100 Spaces	100 Spaces
REQUIRED	232	250
<b>Visitor Parking (10%)</b>	N/A	25 Spaces
<b>TOTAL</b>	<b>232</b>	<b>275</b>
<b>100 Units (250 BR)</b>	<b>232 Spaces</b> <b>(Avg. 2.32/Unit or .92/BR)</b>	<b>275 Spaces</b> <b>(Avg. 2.75/Unit or 1.10/BR)</b>
<b>Increase of 31 Parking Spaces</b>		

Actual Example - 9 Unit Efficiency Development:

Type	Current	Recommended
<b>9 Efficiency Units</b>	12 Spaces	9 Spaces
<b>Visitor Parking (10%)</b>	N/A	1 Space
<b>TOTAL</b>	<b>12 Spaces</b>	<b>10 Spaces</b>
<b>9 Efficiency Units</b>	<b>Avg. 1.33 Unit/BR</b>	<b>Avg. 1.11 Unit/BR</b>

**2. PARKING MAXIMUMS**

**Initial Consideration**

Eliminate parking maximums, unless it is part of a special district.

**Recommendation**

Eliminate parking maximums City-wide by striking Subsection 34.14.1.F of the Denton Development Code for all uses within the City as shown below:

**~~F. Maximum Allowable Number of Spaces.~~**

~~The number of spaces provided by any particular use in ground surface lots shall not exceed the required number of spaces provided by this Subchapter unless approved by the Director of Planning and Development. Any spaces over the required number of spaces shall be constructed with pervious surfaces. Spaces provided on street, or within the building footprint of structures, such as in rooftop parking, or under structure parking, or in multi-level parking above or below surface lots, shall not apply towards the maximum number of allowable spaces~~

**3. ON-STREET PARKING CREDIT**

**Initial Consideration**

Eliminate the ability for on-street parking credits for all residential development outside of the downtown area or other specified area as may be determined in an adopted Small Area Plan.

## Recommendation

Eliminate on-street parking credits for single-family residential and clarify its applicability to other developments. Specifically, amend Subsection 35.14.5 of the Denton Development Code to include an eligibility section for the location and type of project and clarify how spaces are calculated as provided below:

### 35.14.5. - Credit for On-street Parking.

#### A. Eligibility

##### 1. Location

- a. Properties located within the Infill Special Purpose District that are not required to dedicate or construct full width right of way adjacent to the site are eligible for on-street parking credits.

##### 2. Project Type:

- a. Multifamily residential;
- b. Mixed-Use; or
- c. Nonresidential, except Industrial.

~~The amount of off street parking required shall be reduced by the following credit provided for on street parking: one (1) off street parking space credit for every two (2) on street spaces up to four (4) credits, thereafter one (1) space credit for each on street parking space.~~

- B. Maximum Credit. One (1) on-street parking space per each eighteen (18) contiguous linear feet of lot frontage may be counted toward the required number of off-street parking spaces, provided that such space is located directly in front of and on the same side of the street as the use in question, along a public street where on-street parking is permitted.

~~On-street parking shall follow the established configuration of existing on-street parking, except that forty five (45) degree diagonal parking may be allowed with the approval of the City Engineer, taking into account traffic flows and street design, with the parking spaces designed in accord with Transportation Criteria Manual. The following shall constitute an on street parking space:~~

- ~~1. Parallel parking, each twenty four (24) feet of uninterrupted curb.~~
- ~~2. Forty five (45) degree diagonal, each seventeen (17) feet of uninterrupted curb.~~

~~C. Curb space must be contiguous to the lot which contains the use which requires the parking.~~

~~D. Parking spaces may not be counted that are within twenty five (25) feet measured along the curb of any corner or intersection of an alley or street, nor within ten (10) feet of an intersection of a street and driveway, as measured from the bottom of the apron wing, nor any other parking configuration that violates any law or standard of City or the State of Texas.~~

~~E. Parking spaces located on arterials and collectors may not be credited for on-street parking, unless part of an adopted corridor plan for that street unless additional right of way is dedicated for that purpose by the development and it is designed pursuant to the Transportation Criteria Manual.~~

~~F. On street parking spaces credited for a specific use shall not be used exclusively by that use, but shall be available for general public use at all times. No signage or actions limiting general public use of on street spaces shall be permitted.~~

G. ~~On-street parking for multiple family dwellings shall be limited to parallel parking spaces.~~

#### 4. COMPACT CAR, BICYCLE, AND MOTORCYCLE PARKING SPACES

##### Initial Consideration

This item was not included as part of the January 9, 2018 Work Session; however, the recommended DDC amendment below will offer flexibility in site design with the inclusion on compact car spaces, as well as provide for parking alternative modes of transportation, including bicycle and motorcycles.

##### Recommendation

Amend Subsection 35.14.6.F to allow for compact parking spaces within surface parking lots as opposed to being only permitted within a parking garages, but reduce the amount from 20% to 5% of the total required parking.

Delete the suggestive language in Subsection 35.14.10. *Bicycle Parking* of the DDC. In exchange, amend Subsection 35.14.6.G. to encourage the use of alternate modes of transportation by allowing for a substitution of bicycle or motorcycle spaces of up to 5% of the total required parking as outlined below and:

F. **Compact Car Parking.** ~~Compact parking spaces may only be used in parking structures.~~ Up to ~~twenty (20)~~ five percent (5%) percent of the total parking spaces ~~in a parking garage~~ required may be designated for compact cars. Minimum dimensions for compact spaces shall be eight by sixteen (8 x 16) feet. Such spaces shall be signed or the space painted with the words "Compact Car Only."

G. **Bicycle or Motorcycle Spaces.** Any existing or proposed parking facility may utilize, on a substitution basis, on-site parking spaces for bicycle or motorcycle spaces.

1. Said bicycle spaces shall be raised a minimum of six (6) inches from grade of the adjacent parking facility.
2. One parking space may be omitted for each four (4) bicycle spaces provided.
3. One parking space may be omitted for each two (2) motorcycle spaces provided.
4. Bicycle spaces shall measure at least two (2) feet by seven (7) feet and shall be located in groups of four (4), shall be located within 50 feet of the primary building entrance, and shall be of the following three types:
  - a. A rack which secures the frame in at least two places and allows for locking of the frame and at least one wheel, or
  - b. An enclosed bike locker, or
  - c. A fenced, covered, locked or guarded bike storage area.
5. Motorcycle spaces shall measure four (4) feet by eight (8) feet and shall be provided with adequate unobstructed maneuvering areas to permit easy access to the space.
6. In no instance shall credit for motorcycle or bicycle parking or any combination thereof exceed five (5) percent of the total required number of parking spaces.

#### 5. PROVIDE FOR AN ADMINISTRATIVE PARKING REDUCTION OF UP TO 10%

##### Initial Consideration

This item was not included as part of the January 9, 2018, Work Session; however, the recommended DDC amendment below will offer flexibility in a limited capacity without the time and expense of a variance request. In order to request administrative relief the applicant would be required to meet the criteria below. Additionally, if a substitution of compact or bicycle/motorcycle parking spaces is provide for, the applicant would not be eligible for the administrative relief.

## **Recommendation**

### **F. Administrative Relief.**

1. Eligibility.
  - a. Development for which the applicant has not substituted ten percent (10%) of the required parking spaces as provided in Subsection 35.14.6.F or 35.14.6.G is eligible for the administrative relief described below.
2. Maximum Relief: The Director may approve a reduction of up to 10% of the required parking provided:
  - a. The applicant has not substituted ten percent (10%) of the required parking spaces as provided in Subsection 35.14.6.F or 35.14.6.G.
  - b. An applicant may combine the substitutions provided in Subsections 35.14.6.F or 35.14.6.G. with this Subsection; however, the combined shall not exceed ten percent (10%) of the required number of parking spaces.
3. Criteria:
  - a. Granting the reduction will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, or that such lesser amount of parking will provide positive environmental or other benefits to the users of the lot and the neighborhood, including specifically, among other benefits, assisting in the provision of affordable housing units;
  - b. Granting the reduction does not impose an undue financial or administrative burden on the City;
  - c. For every vehicular parking space reduced by means of administrative relief, four (4) bicycle parking spaces shall be provided. These bicycle parking spaces are in addition to the required parking and do not qualify as a substitution under Subsection 35.14.6.G.

## **EXHIBITS**

1. Agenda Information Sheet
2. Presentation

Respectfully prepared and submitted by:  
Richard Cannone  
Interim Planning Director



# City Council Work Session

## **Residential Parking Standards**

Department of Development Services

Staff Recommendations

February 27, 2018



# Background

## January 9, 2018 - City Council Work Session

Direction was provided to bring back recommendations to:

1. allow for flexibility in parking requirements; and
2. improve residential parking standards.



# Recommendation 1 – Increase Minimum Parking Standards Single Family & Duplex

RESIDENTIAL USE	Current	Proposed
Single-Family	2/dwelling	<p><b><u>4/dwelling. A minimum of 2 spaces shall be in a garage.</u></b></p> <p><b><u>Tandem parking in garages may not be counted as satisfying this requirement.</u></b></p>
Duplex 1-3 Bedrooms 4+ Bedrooms	2/dwelling +1/each BR  Tandem parking in garages may not be counted as satisfying this requirement.	<p><b><u>4/dwelling. A minimum of 2 spaces shall be in a garage.</u></b></p> <p><b><u>Tandem parking in garages may not be counted as satisfying this requirement.</u></b></p>

# Recommendation 1 – Increase Minimum Parking Standards Multifamily

RESIDENTIAL USE	Min./Max Spaces (Current)	Min. Spaces (Recommended)
<p><b>Mixed density Multifamily dwellings, or manufactured housing:</b></p> <p><b>Efficiency/studio (501-600 SF)</b></p> <p><b>1BR or &gt;600 SF</b></p> <p><b>2BR</b></p> <p><b>3BR</b></p> <p><b>4+BR</b></p> <p><b><u>Visitor Parking</u></b></p>	<p>1.25/unit</p> <p>1.5/unit</p> <p>1.75/unit</p> <p>2/unit</p> <p>1/BR</p>	<p><b><u>1 Space/Bedroom plus visitor parking</u></b></p> <p><b><u>10% of the minimum required spaces</u></b></p>



Maple St

Ave A

S Welch St

Eagle Dr

Peak St

Fannin St

Beatty St

Bernard St

S Welch St

Peak St

## Example, 100 Unit (250 Bedroom) Development:

Unit Count	Unit Type by Bedroom (BR)	Current	Recommended
25	1-BR Units (25 BR)	38 Spaces	20 Spaces
25	2-BR Units (50 BR)	44 Spaces	100 Spaces
25	3-BR Units (75 BR)	50 Spaces	225 Spaces
25	4-BR Units (100 BR)	100 Spaces	20 Spaces
		<b>232 Spaces</b>	<b>250 Spaces</b>
	Visitor Parking (10%)	N/A	25 Spaces
	<b>TOTAL</b>	<b>232 Spaces</b> (Avg. 2.32/Unit or .92/BR)	<b>275 Spaces</b> (Avg. 2.75/Unit or 1.1/BR)

## Example, 9 Unit Efficiency & 1BR Development:

Unit Count	Unit Type by Bedroom (BR)	Current	Recommended
9	Efficiency	12 Spaces	9 Spaces
	Visitor Parking (10%)	N/A	1 Space
	<b>TOTAL</b>	<b>12 Spaces</b> (Avg. 1.33/unit)	<b>10 Spaces</b> (Avg. 1.11/unit)

Unit Count	Unit Type by Bedroom (BR)	Current	Recommended
9	1-BR Unit	14 Spaces	9 Spaces
	Visitor Parking (10%)	N/A	1 Space
	<b>TOTAL</b>	<b>14 Spaces</b> (Avg. 1.56/unit)	<b>10 Spaces</b> (Avg. 1.11/unit)

# Recommendation 2 – Eliminate Parking Maximums

## 35.14.4. – Spaces Required

### ~~F. Maximum Allowable Number of Spaces~~

The number of spaces provided by any particular use in ground surface lots shall not exceed the required number of spaces provided by this Subchapter unless approved by the Director of Planning and Development. Any spaces over the required number of spaces shall be constructed with pervious surfaces. Spaces provided on-street, or within the building footprint of structures, such as in rooftop parking, or under-structure parking, or in multi-level parking above or below surface lots, shall not apply towards the maximum number of allowable spaces.



# Recommendation 3 – On-street Parking Credits

## **35.14.5. - Credit for On-street Parking**

### **A. Eligibility**

#### 1. Location

- a. Properties located within the Infill Special Purpose District that are not required to dedicate or construct full width right of way adjacent to the site are eligible for on-street parking credits.

#### 2. Project Type:

- a. Multifamily residential;
- b. Mixed-Use; or
- c. Nonresidential, except Industrial.

# Recommendation 3 – On-street Parking Credits (cont.)

**B. Maximum Credit.** One (1) on-street parking space per each eighteen (18) contiguous linear feet of lot frontage may be counted toward the required number of off-street parking spaces, provided that such space is located directly in front of and on the same side of the street as the use in question, along a public street where on-street parking is permitted.



# Recommendation 4 – Compact, Bicycle, & Motorcycle Parking

35.14.7. - Limitations, Location, Use of Facilities.

- F. Compact Car Parking.** ~~Compact parking spaces may only be used in parking structures. Up to twenty (20) five percent (5%) of the total parking spaces in a parking garage required may be designated for compact cars. Minimum dimensions for compact spaces shall be eight by sixteen (8 x 16) feet. Such spaces shall be signed or the space painted with the words "Compact Car Only."~~



# Recommendation 4 – Compact, Bicycle, & Motorcycle Parking (cont.)

35.14.7. - Limitations, Location, Use of Facilities.

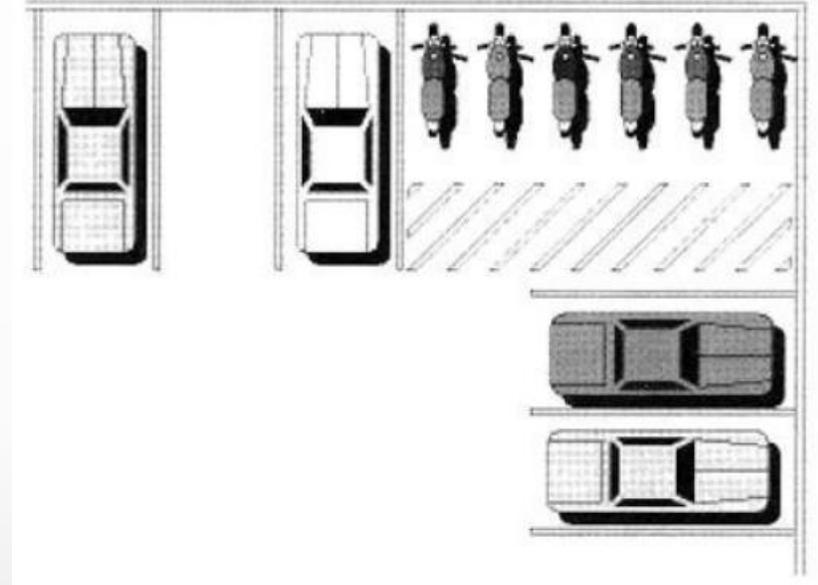
**G. Bicycle or Motorcycle Spaces.** Any existing or proposed parking facility may utilize, on a substitution basis, on-site parking spaces for bicycle or motorcycle spaces.

1. Said bicycle spaces shall be raised a minimum of six (6) inches from grade of the adjacent parking facility.
2. One parking space may be omitted for each four (4) bicycle spaces provided.
3. One parking space may be omitted for each two (2) motorcycle spaces provided.



# Recommendation 4 – Compact, Bicycle, & Motorcycle Parking (cont.)

4. Bicycle spaces shall measure at least two (2) feet by seven (7) feet and shall be located in groups of four (4), shall be located within 50 feet of the primary building entrance, and shall be of the following three types:
  - a. A rack which secures the frame in at least two places and allows for locking of the frame and at least one wheel, or
  - b. An enclosed bike locker, or
  - c. A fenced, covered, locked or guarded bike storage area.
5. Motorcycle spaces shall measure four (4) feet by eight (8) feet and shall be provided with adequate unobstructed maneuvering areas to permit easy access to the space.
6. In no instance shall credit for motorcycle or bicycle parking or any combination thereof exceed five (5) percent of the total required number of parking spaces.



# Recommendation 5 – Administrative Relief

## 35.14.4. – Spaces Required

### F. Administrative Relief.

1. Eligibility.
  - a. Development for which the applicant has not substituted ten percent (10%) of the required parking spaces as provided in subsection 35.14.6.F or 35.14.6.G is eligible for the administrative relief described below.
2. Maximum Relief: The Director may approve a reduction of up to 10% of the required parking provided:
  - a. The applicant has not substituted ten percent (10%) of the required parking spaces as provided in subsection 35.14.6.F or 35.14.6.G.
  - b. An applicant may combine the substitutions provided in Subsections 35.14.6.F or 35.14.6.G. with this subsection; however, the combined shall not exceed ten percent (10%) of the required number of parking spaces.

# Recommendation 5 – Administrative Relief (cont.)

## 3. Criteria:

- a. Granting the reduction will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, or that such lesser amount of parking will provide positive environmental or other benefits to the users of the lot and the neighborhood, including specifically, among other benefits, assisting in the provision of affordable housing units;
- b. Granting the reduction does not impose an undue financial or administrative burden on the City;
- c. For every vehicular parking space reduced by means of administrative relief, four (4) bicycle parking spaces shall be provided. These bicycle parking spaces are in addition to the required parking and do not qualify as a substitution under Subsection 35.14.6.G.



# Requested Direction

Prepare and process an amendment to Denton Development Code implementing the five (5) recommendations.

