

Planning Staff Analysis

DCA18-0003 / Parking

May 9, 2018

REQUESTS:

Hold a public hearing and consider making a recommendation to City Council regarding a proposed revision to the Denton Development Code; specifically to update parking requirements in Subchapter 14 *Parking Standards* related to minimum and maximum parking space requirements, on-street parking credits, and providing administrative parking requirement relief. (DCA18-0003, Parking, Hayley Zagurski).

BACKGROUND:

At the request of City Council, staff prepared a discussion item for their January 9, 2018 work session regarding parking requirements for new residential developments. A copy of that agenda item is provided at Exhibit 3. At the conclusion of the workshop, City Council directed staff to come back at a later work session with specific recommendations that would allow for flexibility in parking and increase standards for residential parking standards.

Staff prepared five recommended changes for City Council discussion at their February 27, 2018 work session. A copy of that agenda item is provided as Exhibit 4. At that work session, City Council provided direction on the recommended parking changes prepared by staff as outlined below.

RECOMMENDATIONS

Staff has prepared the following amendments to Denton Development Code (DDC) Section 35.14 *Parking Standards* as a result of direction given at the February 27, 2018 work session.

1. **Minimum Parking Standards** - Revise the required number of parking spaces for single-family, duplex, and multi-family development in Section 35.14.4.A as described in the table below:

Use	Current Parking Requirement	Proposed Parking Requirements
Single-Family, Duplex and Townhomes	<u>Single Family:</u> 2 spaces/dwelling <u>Duplex:</u> 2 spaces/dwelling plus 1 additional space for each bedroom over 3	4 spaces/dwelling Tandem parking within garages may not be counted as satisfying this requirement.
Multi-family dwellings <i>Efficiency/studio (501-600 SF)</i> <i>1BR or >600 SF</i> <i>2BR</i> <i>3BR</i> <i>4+BR</i>	1.25 spaces/unit 1.5 spaces/unit 1.75 spaces/unit 2 spaces/unit 1 space/bedroom	<u>1.25 spaces/unit plus guest parking</u> <u>1 space/bedroom plus guest parking</u> Guest parking shall be 10% of the required number of parking spaces.

2. **Parking Maximums and Pervious Surfaces** – If an applicant chooses to exceed the maximum parking standard, pervious parking spaces are required. Currently, the DDC

allows pervious parking to be counted as landscape area. Staff recommends prohibiting the use of required landscape area for excess parking in Section 35.14.4.F.

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. Pervious surfaces provided for spaces above the maximum number shall not count towards required landscape area. 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. Administrative Parking Reduction** - Provide administrative relief of up to 10% of the required number of parking spaces in Section 35.14.4.G as provided below:

G. 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 as provided below.
- b. Single family and Duplex infill lots. Required parking for properties within the Infill area may be reduced to two spaces if that is consistent with the character of the existing area.

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;
- b. The 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 or use of alternative transportation methods;
- c. Granting the reduction does not impose an undue financial or administrative burden on the City;
- d. 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.

- 4. On-street Parking Credit** - 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.~~

5. **Compact Car, Bicycle, and Motorcycle Parking Spaces** - 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:

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.

CONSIDERATIONS:

1. As it stands, the parking regulations for the City offer very limited flexibility. The proposed revisions are intended to strengthen the off-street parking requirements for residential developments while also clarifying and expanding the amount of relief that staff can grant to the parking requirements.
2. The intent of requiring more off-street parking is to alleviate the congestion of neighborhood streets by ensuring at least 4 parking spaces per single-family home or duplex are provided off-street. Within many subdivisions, it is challenging for emergency vehicles to pass through the streets because of on-street parking.
3. For multi-family development the intent of these proposed changes is to simplify the parking requirements and ensure that an appropriate number of spaces are provided on-site to alleviate parking demand on the street. The current code requirements vary by the number of bedrooms, and for mid-sized apartments the code requires less than one space per bedroom, which often results in overflow parking on nearby streets. Most new multi-

family developments seek to provide at least one parking space per bedroom, and this is currently only permitted with either pervious paving or a request for an Alternative Development Plan (ADP).

4. The DDC currently allows permeable paving to count towards the required amount of Landscape Area on a site. Pervious parking spaces do not meet the intent of landscape area in many ways and staff proposes to remove this allowance. An update to the City's overall landscape code is in progress, and this issue will be further addressed in that forum. The minor change proposed here is intended only to prohibit pervious paving used for excess parking spaces from counting towards landscape area requirements so that the intent and integrity of the DDC's minimum landscape area is met.
5. The other recommended changes are all intended to clarify and allow more flexibility within the parking standards. By allowing for a maximum of 10% either administrative relief or substitutions for other types of parking, this can alleviate the need to a variance or ADP request for minor deviations from the required parking amount. For small sites, especially on infill lots, it can be challenging to make the exact amount of required parking fit on the site. These changes would allow for a small amount of flexibility that could be administratively approved through the site plan process without extending the time line on project approval to request the deviation through either the P&Z or ZBA (in the case of reducing required parking).
6. These changes are proposed in advance of the overall DDC update to provide interim flexibility prior to the new code being adopted and implemented. All of the changes are in line with the changes proposed in the Denton Code 2030.

STAFF RECOMMENDATION:

Staff recommends approval of the request.

PUBLIC NOTIFICATION:

To comply with the public hearing notice requirements, a notice was published in the Denton Record Chronicle.