

Parking Requirements New Residential Developments

Development Services Department

January 9, 2018

Background

August 1, 2017 City Council Meeting

- Requested Workshop
 - On-site parking standards for multifamily development, including private student housing commonly referred to as Single-Room Occupancy (SRO) Developments.



According to the US Census, from 2010 to 2015 Texas saw a decrease (-0.2%) in car-free households. The only other state to see a decrease was South Dakota (-0.3%)

Cost of Parking – Rule of Thumb

- \$20,000 per space for structured parking
- \$4,000 per space for surface parking



	Surface Lot	Above Grade Structure	Underground Structure
Capacity	500	500	500
Levels	1	6	3
Footprint of Parking Area	240' x 660'	120' x 240'	240' x 240
Incremental Site Area (acres)	4.0	0.7	0
Construction Costs/Space	\$3,000	\$15,000	\$30,000
Estimated Construction Costs	\$1,500,000	\$7,500,000	\$15,000,000
Project Costs (Construction + 15%)	\$1,725,000	\$8,625,000	\$17,250,000
Annual Cost to Own per space, excluding land	\$277	\$1,384	\$2,768
Basic Operating Cost per Space	\$75	\$300	\$365
Revenue Collection per Space	0	\$300	\$300
Security Cost per Space	\$38	\$75	\$150
Total Cost to own and operate per space per year	\$389	\$2,059	\$3,583
Monthly revenue per space to break even	\$32	\$178	\$299
Total cost to own and operate per year	\$194,668	\$1,029,592	\$1,791,685

Source: ULI-Shared Parking, Mary S. Smith

Residential Parking Requirements

Development standards control the massing and bulk of a development (i.e. maximum height, setbacks, lot coverage, etc.).

In order to build to those established maximums, one must be able to park it.

Coupled with that are the minimum on-site parking standards and whether some of those required spaces may be within the public right-of-way.



Residential Parking Requirements

Residential parking cannot be looked at singularly.

Multifamily/SRO

- Use Classification
- Minimum and Maximum Parking Standards
- On-street Parking Credit

Single-Family Residential Developments

- Minimum Lot Dimensions.
- Design Standards For Garages
- Minimum and Maximum Parking Standards
- On-street Parking Credit
- Off-Street Parking and Minimum Street Widths.

Dynamics of Off Street Parking

- Economic Development
- Environment
- Design

Multifamily/SRO – Use

Multi-Family Dwelling: A structure that contains three (3) or more dwellings and any ancillary uses.

Boarding or Roominghouse: A dwelling in which meals and lodging or just lodging are furnished for compensation to more than four (4) but fewer than twenty (20) persons. Provision for meals may be made, provided cooking is done in a central kitchen and not in individual rooms or suites.

CONSIDERATION:

SRO-Student Housing: *a building or buildings not operated by an academic institution containing rooms forming one or more habitable units which are used or intended to be used by residents of academic institutions. The habitable unit are typically configured as a suite with common space for living and cooking and private bedrooms, each with a dedicated bathroom.*

Multifamily/SRO – Right Size Standards

Parking Minimums

- Reduce/“Tailor” Minimum Requirements
- Eliminate and defer to the maximum
- Increase Requirements

Parking Maximums

- Guaranteed results
- Promotes alternate transportation options
- Overly restrictive

Transportation Demand Strategies

- Shared Parking
- Car Share & Bike Share Space
- Bike Parking

Multifamily/SRO Hypothetical with 300 Bedrooms: 100 three-bedroom units vs. 75 four-bedroom units

No of Units	Bedroom Type	No of Bedrooms	Min/Max Parking
100	3-BR	300	200
75	4-BR	300	300

Under this scenario, more units (same bedrooms) = less parking.

Most new Multifamily development has been geared to students as opposed to families.

Multifamily/SRO - Standards

Parking Maximums

- Typically they are only appropriate for relatively high density, transit rich urban areas, in which car ownership levels are low.
- Also established for stormwater management, increasing densities, and meeting transportation demand management objectives.
 - Maximum standards that are set particularly low typically result in spillover parking.



In Denton, the minimum and maximum requirements are the same.

Multifamily/SRO – Minimum Parking Standards

Cities can reduce or eliminate parking requirements to avoid overbuilding and allow the market to determine the correct amount of parking.

- Appropriate for areas that can provide workable mobility options for a variety of trips, and are
- Often tied to the provision of high-quality transit service, parking pricing, parking management, and an existing compact, walkable environment.
- These characteristics reduce the demand for parking, and spillover parking becomes less of a problem.

CONSIDERATION:

Increase the minimum parking requirements and eliminate parking maximums for residential development.

Setting a Parking Requirement

Identify the land use.

Multifamily & SRO-Student

Choose the basis for the requirement.

Best practices, research, and surrounding municipalities

**Establish how many parking spaces to
require per unit of the basis.**

See Table

Multifamily/SRO – Standards

RESIDENTIAL USE	Min./Max Spaces (Current)	Min. Spaces (Proposed)
<p>Mixed density <u>Multifamily dwellings, Student-SRO, or manufactured housing:</u></p> <p><u>Studio or One bedroom units</u></p> <p><u>Two or more bedrooms</u></p> <p>Efficiency/studio (501-600 SF) 1.25/unit</p> <p>1BR or >600 SF 1.5/unit</p> <p>2BR 1.75/unit</p> <p>3BR 2/unit</p> <p>4+BR 1/BR</p> <p>Retirement/Senior 1/unit</p> <p><u>Visitor Parking</u> N/A</p>		<p><u>1.25/Unit</u></p> <p><u>1.25/Bedroom</u></p> <p><u>1/10 Bedrooms</u></p>
Fraternity/sorority, boarding houses, dormitory	1/BR	<u>.75/Bed</u>

Example, 100 Unit Development:

Type	Current Required	Proposed Required
25 1-BR Units	38 Spaces	32 Spaces
25 2-BR Units (50 BR)	44 Spaces	63 Spaces
25 3-BR Units (75 BR)	50 Spaces	94 Spaces
25 4-BR Units (100 BR)	100 Spaces	125 Spaces
Visitor Parking	N/A	25 Spaces
100 Units (250 BR)	232 Spaces (Avg. 2.32/unit or 1.1/BR)	339 Spaces (Avg. 3.39/unit or 1.4/BR)

CONSIDERATION

Increase of 107 Parking Spaces @ \$4,000/Space = \$428,000

Multifamily/SRO – On-street Parking Credits

- On-street spaces are not counted toward the parking maximum.
- Can count towards meeting the minimum parking requirement.
 - 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.

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 Special Area Plan.

Single-Family Residential –

Increasing concern regarding on-street parking in new single family developments and the ability of vehicles to safely pass when vehicles are parked on both sides of the street. Contributing factors :

1. Lack of minimum lot dimension for residential subdivisions greater than 2 acres;
2. Design standards for garages on lots less than 10,000 square feet;
3. Minimum and maximum parking standards;
4. Parking maximums and credit for On-street Parking; and
5. Minimum Street width requirements.

Single-Family Residential – Lot Dimensions

Developments greater than 2 acres

No minimum lot area, width, or depth requirements; only density and side yard setbacks.

General Regulations	NR-4	NR-6
Maximum density, dwelling units per acre	4	6
Minimum side yard for non-attached buildings	5 feet	4 feet



Single-Family Residential – Lot Dimensions

Developments less than 2 acres

General Regulations	NR-4 (SF-7)	NR-6 (2-F)
Minimum lot area (square feet)	7,000 (7,000)	6,000 (6,000)
Minimum lot width	50 feet (60 feet)	50 feet (60 feet)
Minimum lot depth	80 feet (120 feet)	80 feet (100 feet)
Minimum front yard setback	20 feet (25 feet)	10 feet (25 feet)
Minimum side yard	6 feet (10% of lot width, 6 foot max)	6 feet (10% of lot width, 6 foot max)
Minimum rear yard	10 feet (10 feet)	10 feet (10 feet)

Single-Family Residential - Garages

Residential building that is built on a lot of less than 10,000 SF square feet (NR-4 and NR-6 properties)

- Width of the garage door limited to forty (40) percent of the total building frontage.

Exemptions:

- Attached side entry garages.
- Front entry garages setback thirty (30) feet behind the front building wall.



Zoning requiring one attached garage on a narrow lot.

Single-Family Residential - Garages

Example: 1.5 Acre Site

	NR-4 & NR-6
Min Lot Width	50 feet
Side Setbacks	6
Maximum width of house	38
Maximum width of garage door (40% Rule)	15.2
Standard double garage door	16 or 18 feet

Example: 2 Acre Site

	NR-4	NR-6
Min Lot Width	50 feet	50 feet
Side Setbacks	5	4
Maximum width of house	40	42
Maximum width of garage door (40% Rule)	16	16.8
Standard double garage door	16 or 18 feet	

Single-Family Residential – Lot Dimensions/Garages

CONSIDERATIONS:

Eliminate the differential of the 2 acre development and reduce side yard setbacks from 6 feet to 5 feet. When the minimum lot width was reduced from 60 feet to 50 feet, the side setbacks should have also been reduced to 5 feet.

- By not reducing the side setbacks, a 2 car garage would be difficult to fit on the property.*

Increase the minimum lot width to 60 feet and the minimum lot depth to 120 feet or 100 feet depending on the district.

or

By reducing the side setbacks to 5 feet, and establishing the minimum lot width of 50 feet for all single family development, a 2 car garage with a 16 foot wide garage door could be provided and meet the 40% requirement.

Single-Family Residential – Min/Max Standards

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

CONSIDERATION

Increase the minimum driveway width to a minimum of 18 feet.
The four spaces could be satisfied with a 2 car garage and an eighteen foot wide driveway.

Single-Family Residential – On-street Parking Credits

- On-street spaces are not counted toward the parking maximum.
- Can count towards meeting the minimum parking requirement.
 - 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.

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 Special Area Plan.

Single-Family Residential – Minimum Street Width

Prior to the 2002 DDC update:

- 25 foot front setback
- 60 foot wide lot ; Allows a 2-car garage, allowing for up to 4 cars to be parked in the driveway.
- Minimum lot depth was reduced from 100 feet to 80 feet in the NR-6 District.

Dimensional Standards	Local (50' ROW)	Collector (65'-70' ROW)
Width of Travel Lanes (Min)	8'	10.5'
Curb Parking Lane Width (Min)	6	8'
Sidewalk (Min)	5	8'

As a result of these changes, in some instances only 2-3 parking spaces can be provided on-site.

If a single car garage is provided and used for storage (or other use), only 2 spaces are on-site and any additional cars would be parked in the street.

CONSIDERATION

Engineering is currently updating the residential street sections as part of the Transportation Design Criteria Manual and these ultimate ROW sections will be examined as part of the DDC residential district standards.

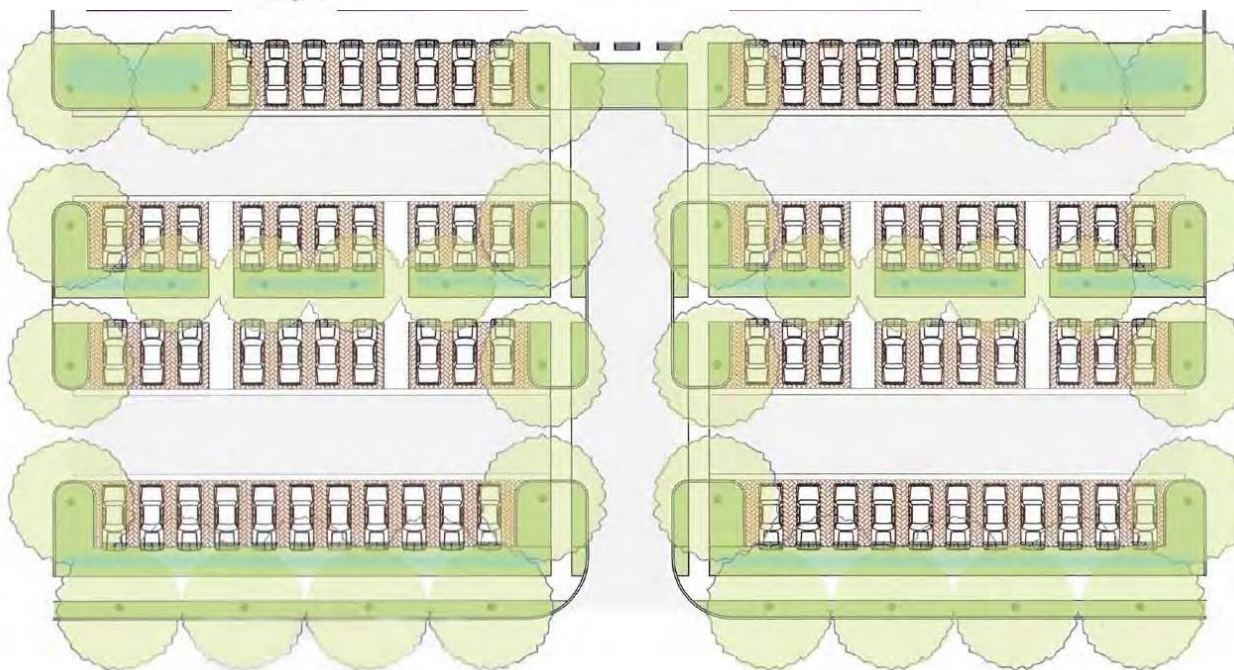
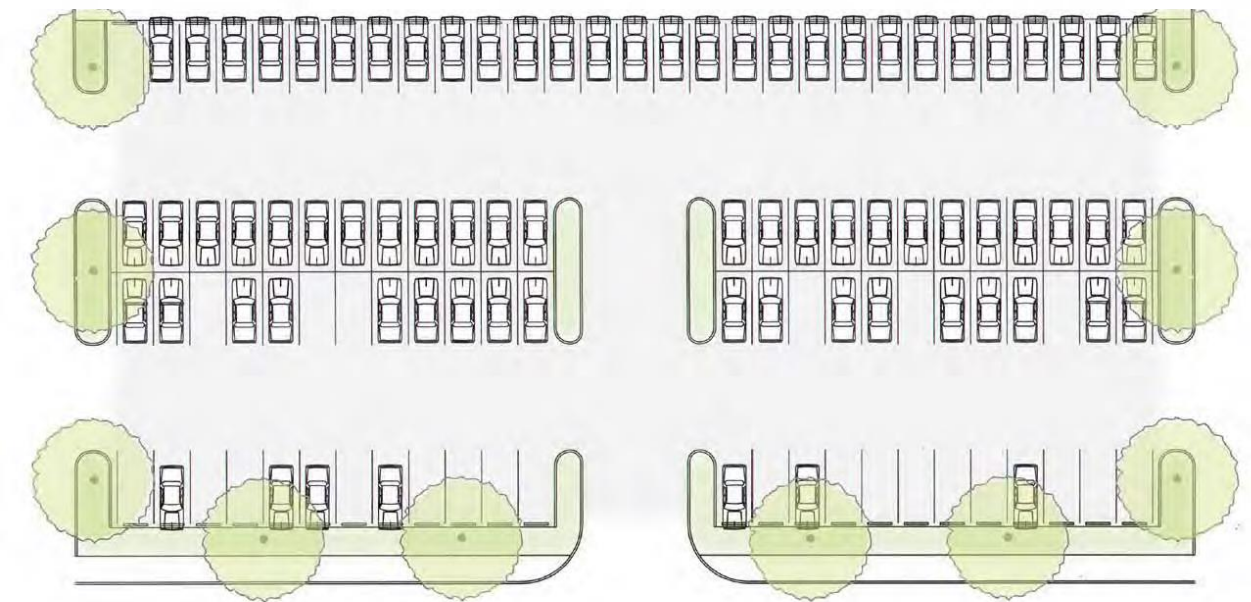
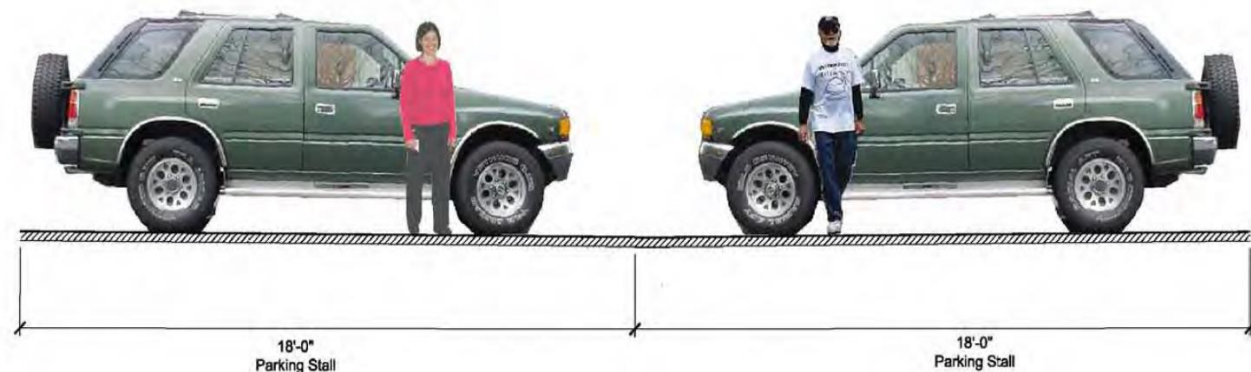
Other Considerations

- Create special parking minimum reductions for small-scale infill development (to be defined).
- Providing parking can be particularly onerous for small lot projects that do not have much space.
- Also, the process of pursuing a parking reduction variance may place an undue financial burden on smaller development projects.
- Large-scale developers usually have the financial resources to navigate the process, but smaller property owners may avoid the process altogether and simply follow standard code.



Dingbat buildings in Los Angeles as a result of a 1930s zoning regulation requiring each unit of a multifamily dwelling to have one covered parking space

Other Considerations



Conclusion

Residential (and commercial) parking requirements are multifaceted and require a holistic approach.

While this presentation (and report) offers a multitude of considerations, given the fast track of completing the DDC update, further discussions may be warranted on policy considerations as we finalize the draft code.