

## Proposed Zoning Code Text Amendment for Shared Parking

Planning and Zoning Board Recommendation, 10.14.15: Continuance

*(PZB requested that staff provide additional examples of shared parking in South Florida municipalities and show how this reduction could have affected existing projects in Coral Gables – discussion of investigating additional reductions beyond those proposed currently)*

(changes in ~~strike-through~~ / underline format):

### Article 5 - Development Standards

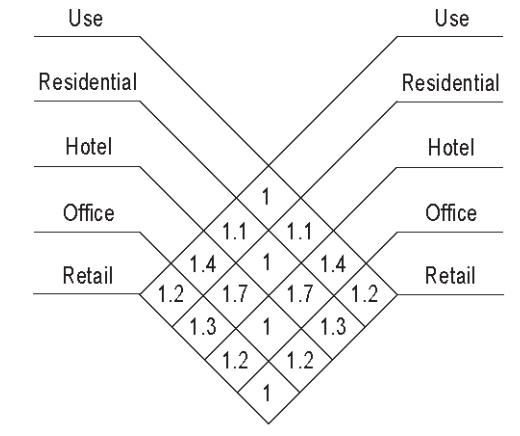
#### Division 14. Parking, Loading, and Driveway Requirements

##### Section 5-1410. Shared parking reduction standards.

A. Reductions from the minimum required parking spaces from the Zoning Code may be approved as part of a Mixed Use site plan or Planned Area Development (PAD) that meets the standards of Leadership in Energy and Environmental Design (LEED) criteria specified by the U.S. Green Building Council, or similar rating agency. Reductions shall be calculated using an accredited system for calculating shared parking. Such reduction shall exclude any and all proposed and anticipated parking spaces reserved exclusively for a specific use such as office, residential, retail, etc. Dedicated valet parking spaces, however, may be part of the shared parking reduction. A restrictive covenant shall be required stating that the amount of parking required as a result of the shared parking reduction shall not be reserved exclusively for a specific use.

The number of required spaces may be reduced by any one (1) or more of the following methods, as may be required by the City:

1. Urban Land Institute (ULI) Shared Parking Methodology, as amended, using the City's parking code requirements. A ULI Shared Parking Methodology and the assumptions in the calculation must be approved by the City.
2. Shared parking matrix. The shared parking matrix provides the method for calculating shared parking for mixed use buildings and planned area developments. The parking required for any two (2) uses is calculated by dividing the number of spaces required by the lesser of the two (2) uses by the appropriate factor from the table below and adding the result to the greater use parking requirement. For example, if a residential use requires one-hundred (100) spaces and a retail use requires twenty (20) spaces, the twenty (20) spaces will be divided by the sharing factor of one-and-two-tenths (1.2) reducing the total required parking to one-hundred (100) spaces plus seventeen (17) spaces. A sharing factor of one-and-one-tenth (1.1) shall be allowed for uses not indicated in this chart.



3. Applicants may provide a parking study completed by a licensed professional engineer, engineering firm or similar, justifying the proposed parking solution as provided below.
  - a. Parking study. A study must be prepared using a professionally appropriate methodology that is approved by the City, detailing land uses in accordance with Institute of Transportation Engineers (ITE) parking generation categories. At a minimum, the methodology must incorporate all of the following considerations, as well as any other data or analyses that the City deems appropriate for the requested reduction.
    - i. Parking characteristics of similar projects and uses. The study must incorporate analyses of actual parking demand at similar uses and projects located in the City. The analysis may also reference similar uses and projects located in Miami-Dade County, or elsewhere in South Florida. These analyses must evaluate factors such as the uses, hours of operation, peak parking demands, location, amount and type of reserved parking that is proposed, proposed impact on nearby on street parking, and occupancy rates of the similar use and project in comparison to those of the proposed uses and project.
    - ii. Operational assessment. The study must demonstrate how the project will optimize the parking operations and traffic conditions within a quarter (1/4) mile of the project boundaries, and propose and agree to provide appropriate mechanisms to protect the surrounding neighborhood, including but not limited to appropriate signage and the locations of all ingress and egress points.
    - iii. Transit. The study must analyze the impact of nearby transit services on parking demand for the project, and must also analyze the projected use of other alternative modes of travel such as bicycle and pedestrian. The study must reference and the project must propose to contribute to the enhancement of nearby transit services through expanding routes and lengthening hours of service.

- iv. Valet plan. The study must reference and the project must propose to provide adequately staffed valet services during the hours of operation of all uses, including an appropriate time following closing to accommodate the departure of valet parked cars. Projects shall submit an operational plan for the valet service, specifying details, including but not limited to maximum wait times, distance from valet drop-off points to valet parking areas, operational modifications to the functioning of any required parking areas such as stacking, and the number of operators at peak and non-peak hours.