

# RETHINKING A LOT

**Parking Land Use**  
**Its Impact on Sustainability & Transportation**  
**How To Fix It**



# CURRENT SITUATION (WHY?)

Most of the current parking regulations were established in 1969 and 1986 and most have remained unchanged since. The numbers used in each update indicate that they were likely copied from other southern cities rather than developed unique to Key West.

In 1995, Key West performed a Parking Survey that counted 42,571 parking spaces on the Island. That's 322 acres or .5 square miles (avg parking space is 330 sq ft). That's nearly two spaces for every resident on Key West.

Current parking regulations are out of sync and are harming Key West's

- Historic Nature
- Ecology
- Economy
- Affordability
- Accessibility

# CURRENT SITUATION (WHY?)

How Parking Impacts Our Island:

- It restricts the ability for historic property to make minor or impactful changes and can harm historic neighborhoods
- It create non-permeable surfaces and runoff, creating more flooding
- It restricts the ability for people to maximize commerce and forces them to provide a service their customers may not use
- It hinders the creation of housing; reducing the number of units built
- It subsidizes and rewards car use and skews transportation mode choice towards cars over transit, bikes, and walking
- Reduced density and increased car driving and runoff all harm energy efficiency and generate more pollution and creates more congestion

# HOW CAN WE FIX THESE PROBLEMS?

## Options:

- Create alternatives to required parking to improve the impacted areas
- Use parking as a means to encourage better uses (housing)
- Change the parking requirements; simplify and reduce



WHAT ARE SOME  
OPTIONS?

# SHARED PARKING

Uses share the parking

This partially exists in Sec. 108-577, however it is very vague and does not explain how it works.

Recommended change would provide a time table or an impact table to allow the intensity of each use to vary the parking requirement.

Uses	M-F	M-F	M-F	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	8am-5pm	6pm-12am	12am-6am	8am-5pm	6pm-12am	12am-6am
Residential	60%	100%	100%	80%	100%	100%
Office/ Warehouse /Industrial	100%	20%	5%	5%	5%	5%
Commercial	90%	80%	5%	100%	70%	5%
Hotel	70%	100%	100%	70%	100%	100%
Restaurant	70%	100%	10%	70%	100%	20%
Movie Theater	40%	80%	10%	80%	100%	10%
Entertainment	40%	100%	10%	80%	100%	50%
Conference/Convention	100%	100%	5%	100%	100%	5%
Institutional (non-church)	100%	20%	5%	10%	10%	5%
Institutional (church)	10%	5%	5%	100%	50%	5%



## GRANDFATHERED PARKING

Protecting Historic Buildings by not forcing them to build parking or seek variances.

Buildings do not have to add non conforming parking if they slightly increase use space or units, rather the existing nonconformity is grandfathered in. This allows use flexibility and can encourage most housing in the downtown.

# PAYMENT IN-LIEU OF PARKING

Allow property owners to either pay the city or provide a municipal benefit to reduce their parking requirement.

Set a price for a parking space and this allows a property owner to reduce their requirement by paying into TAF or Transit. This fee could be all at once or over a period of time.

Another option is create an exchange for parking spaces. For example, X number of affordable units allows you to reduce your parking by Y.







## PARKING MAXIMUMS

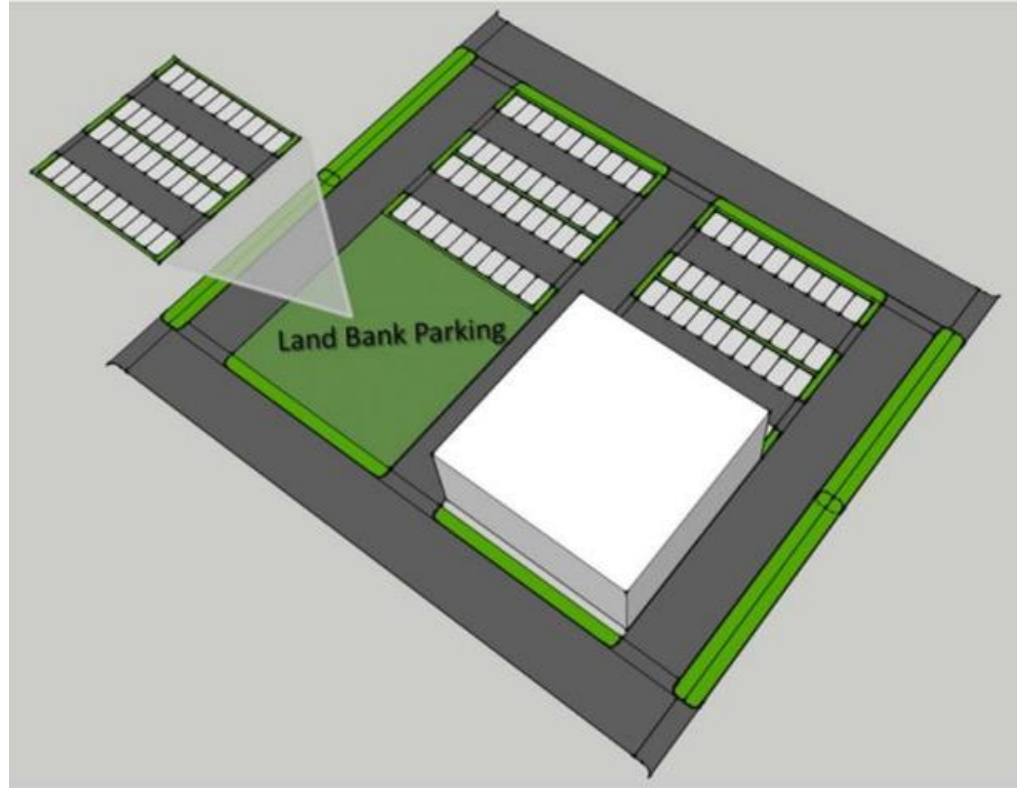
To reduce the amount of space dedicated to parking, create a regulation that restricts the number of spaces can be provided.

While unlikely to ever be used in Key West, this serves as a backstop to prevent facilities from providing overparking.

# LANDBANKING

Allows the property owner to save open space.

A property owner is allowed to reduce their required parking so long as they designate open space. The space remains open for a period of time until the City determines whether they need to add the parking. This can help to protect open space and prevent providing too much parking, but has an option to fix the problem later on.





## STORMWATER IMPACT FEE

Charging a fee based upon non permeable surface area over the City's maximum.

This fee aims to reduce runoff and reduce built area. Frequently parking is a major contributor to non permeable surface overages and the nickname this has earned in many other places is a "Parking Lot Tax." The fee could go into the mitigation of flood water by funding pumps and resiliency tools.

# PARKING BUSINESS TAX

Change the schedule from a flat fee to a by use fee.

Currently the parking lot tax is the only Property Rental tax that is a flat fee. The remainder are by number of uses. Changing the fee allows the city to be equitable to all businesses in the realm of Property Rental and can provide a source of revenue from unimproved land. Additionally, setting a fee at the right price can encourage more vibrant land use.







## PARKING USE CONDITIONAL

Currently a parking lot is a permitted use in all Commercially Zoned areas, however most Commercial Uses are conditional in the same areas. Additionally all parking cannot be used for other uses.

This recommendation encourages parking lots to go through the same planning process most Commercial Uses must pursue. Additionally, it can allow parking spaces to seek quick reuses if they're ever deemed unneeded.

# OTHER FIXES

- Curbscut Regulation
  - Curbscuts remove parking to create parking, but can have impacts on sidewalk accessibility and land the curbscut abuts
- Driveway design
  - Modifying driveway design to encourage more permeable options within code and making sure the design isn't overly impactful
- Unbundling Parking
  - Encouraging employers and housing providers to reward car free employees and tenants with a bonus OR
  - Encourage them to charge employees and tenants a fee for use of parking spaces

# THE PROBLEM WITH THE CURRENT PARKING REQUIREMENTS

# OUR PARKING REQUIREMENTS NEED AN UPDATE

- Most of them are 50 or 35 years old and have remained unchanged.
- They resemble a lot of codes from southern cities; they were not made with Key West in mind, but rather mimicked.
- They can cause variances, devalue property, and restrict housing and other beneficial uses.
- While simpler than most codes, they are still overly complicated and rigid.



# OUR PARKING REQUIREMENTS NEED AN UPDATE

So what can be changed?

- Reduce the number of uses
- Provide the Planning Department with flexibility to judge the parking need and impact on a neighborhood
- Reduce spaces required, particularly within the Historic District where it's more pedestrian friendly
- Expand the Historic Commercial Pedestrian-Oriented Area to all Historic Commercial Districts.

CLICK HERE TO RANK WHICH  
OPTIONS YOU PREFER

# SOURCES FOR THIS PRESENTATION

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