

Create policies and programs to encourage better land use and fund programs to mitigate the damage parking performs

Throughout the United States, there are several policies a variety of cities have enacted to encourage better land use than off-street parking. The policies listed below seek to create revenue streams to fund mitigation actions to reduce the impact of parking within the city or to encourage better land use and historic preservation within the community. This does not impact on street parking as these policies focus on land use rather than right of way.

Policy	What it is	Effects	More info
Parking Maximums	Establishes the maximum number of parking spaces a use must provide	Reduces oversized parking lots, impermeable surfaces, and the heat island effect Prevents uses from fully utilizing the market to determine their transportation needs	<a href="https://sustainablecitycode.org/brief/parking-maximums-9/">https://sustainablecitycode.org/brief/parking-maximums-9/</a> <a href="https://www.vtpi.org/tdm/tdm28.htm#_Toc128220478">https://www.vtpi.org/tdm/tdm28.htm#_Toc128220478</a>
Grandfathered Parking	All buildings that are currently operating with a parking requirement deficit are grandfathered into their required parking deficit and start at zero or a number is created for them based on a formula. When the buildings go for a change in use or increase in use space, they would only need to seek out parking for that new space. It would only apply to the Historic District as most of the buildings there predate the 1969 implementation of parking requirements. Additionally, it cannot grandfather out ADA parking requirements.	Preserves historic buildings Makes changes in use easier in the historic district, reduces variances Reduces the number of off-street parking required in the historic district	<a href="https://czo.nola.gov/article-22/#22-2-E">https://czo.nola.gov/article-22/#22-2-E</a> <a href="https://savingplaces.org/city-scale-preservation">https://savingplaces.org/city-scale-preservation</a>
Payment In-Lieu of Parking	The City creates a fee or exchange that a property owner may use to reduce the number of required parking spaces. This fee would be set by the legislative body with staff input. In addition to a fee, the city may also provide options for exchange of off-street parking requirements. These options could include, shade trees, affordable units, and other community benefits. The fee itself would have to go into transportation, whether its the construction of parking garages, bicycle or pedestrian space or transit improvements. ADA spaces cannot be bought out.	Generates revenue for the City Creates community benefits such as affordable housing, electric car charging, etc. Allows property owners to increase space for other uses aside from parking Improves preservation of historic and floral elements Allows individuals to buy out of a regulation Reduces the number of off-street parking spaces required	<a href="https://sustainablecitycode.org/brief/parking-in-lieu-fees/">https://sustainablecitycode.org/brief/parking-in-lieu-fees/</a>

Shared Parking	<p>Several uses may share the same parking lot and spaces to meet the parking requirements or a use may have a parking lot that is underused outside of business hours.</p> <p>The uses' required spaces would be based times of peak parking demand for that use, allowing the space to be used efficiently</p> <p>A chart showing peak parking demand for uses will be needed to accurately allocate parking spaces.</p>	<p>Allows for different uses to reduce their parking requirements and maximize space. There would be a need to create an agreement between uses.</p> <p>Would reduce off-street parking required, however it would not be that burdensome as the parking rates are based around peak hours of different uses.</p>	<a href="https://www.vtpi.org/tdm/tdm89.htm">https://www.vtpi.org/tdm/tdm89.htm</a>
Stormwater fee	<p>This is a fee that would be applied to a property that exceeds required nonpermeable surfaces. All properties prior to the implementation would be grandfathered in and they would not have to pay into this unless they go over their grandfathered surface. Properties would be able to mitigate the fee with swales and other stormwater management techniques. The fee would go towards storm water mitigation infrastructure and other related resiliency functions for the community.</p>	<p>Would encourage property owners to not increase impervious surfaces and seek alternative stormwater management.</p> <p>Would generate revenue for the city to use to improve resiliency.</p> <p>Does not harm people who are over, just seeks to recoup costs of anyone who goes over in the future.</p> <p>This could discourage structures, such as housing from being built without other changes.</p>	<a href="https://www.mdpi.com/2071-1050/11/7/1913/htm">https://www.mdpi.com/2071-1050/11/7/1913/htm</a>  <a href="https://www.epa.gov/sites/production/files/2015-10/document/s/guidance-manual-version-2x-2_0.pdf">https://www.epa.gov/sites/production/files/2015-10/document/s/guidance-manual-version-2x-2_0.pdf</a>
Landbanking	<p>When developing a property, the landowner does not have to meet the parking requirements and may set aside open or green space to be developed into parking at a later date. This later date may be set by the city in order to verify that the landowner does not need the spaces they banked. If the city determines more parking needs to be added, the property owner must add the parking. If it is determined that there is not the need for additional parking, the property owner may preserve it as open space. ADA spaces cannot be reduced</p>	<p>Generates more open space and provides the city and property owner with more flexibility. The impact can be assessed over time rather than locked in.</p> <p>This may result in short term parking problems if parking was in fact needed.</p>	<a href="https://www.mapc.org/resource-library/landscaped-parking-reserves/">https://www.mapc.org/resource-library/landscaped-parking-reserves/</a>
Change Parking Lots to Conditional Use	<p>Currently parking lots are permitted uses in areas where other commercial uses are permitted. This would just change parking lots to a permitted use.</p>	<p>Parking lots would go through the same process most other land uses would need to go through.</p> <p>No major effect on parking quantity.</p>	

Allow conditional uses in parking lots	Currently parking lots are only allowed to be used for parking; this would allow parking spaces to be used for expansion of commerce space so long as the use meets all of the other requirements.	Expands the potential uses in parking lots. No major effect on parking quantity.	
Allow driveway strips	Codifies the addition of parking strips to driveway regulations	Reduces impermeable surfaces No effect on parking quantity	<a href="https://www.burlingtonvt.gov/sites/default/files/DPW/Stormwater/Driveways/05_Ribbon_driveways_20140102.pdf">https://www.burlingtonvt.gov/sites/default/files/DPW/Stormwater/Driveways/05_Ribbon_driveways_20140102.pdf</a>
Change the Parking Lot Business Tax Fee	Change the business tax fee associated with parking lot operation to reflect space utilized by the parking lot rather than a flat fee.	Generates more revenue to the city. Provides a more fair fee to those who operate similar uses, but pay by unit or squarefoot of impact. If priced correctly, it could encourage better land use. May reduce the number of large parking lots.	<a href="https://www.vtpi.org/tdm/tdm28.htm#_Toc128220489">https://www.vtpi.org/tdm/tdm28.htm#_Toc128220489</a>
Curb Cut Regulation	This would put a higher burden on installing curbcuts, particularly in the Historic District	Maintains on street parking, prevents off street parking. Reduces driveways and impermeable surface	<a href="https://ggwash.org/view/832/dot-anti-curb-cut-regulation-important-but-needs-flexibility">https://ggwash.org/view/832/dot-anti-curb-cut-regulation-important-but-needs-flexibility</a>
Unbundle parking	Encourage employers or housing providers to either reward people who do not use a car with a bonus or reduced rent OR charge fees for employees and	This can act to encourage people from having a car at their domicile or driving a car to work. One is a carrot option the other is a stick. Does not affect parking quantity	<a href="https://www.vtpi.org/tdm/tdm8.htm">https://www.vtpi.org/tdm/tdm8.htm</a>

### Adjust the Off-Street Parking Requirements

Currently most of our parking requirements were mostly set in 1969. These requirements, along with several other land use regulations in the code were certainly not developed with the City of Key West in mind, they were developed with Key West being a sprawling land mass with 60,000 full time residents on land built from more fill. They were developed with the idea that most of the Historic District would be torn down for Urban Renewal. They were designed without the recognition of bicycle and pedestrian space and with the concept that a majority of Key West would travel by car. While much of the code has changed since the 1969 Land Use Ordinance, the Parking Requirements have only been altered to add more uses and increase some of the requirements.

Policy	What it is	Effects	More info
Eliminate	The parking table is removed from code and	This moves the burden of providing parking to	<a href="https://www.planning.org/plann">https://www.planning.org/plann</a>

Parking Requirements	each land holder must develop parking at their discretion	private entities and to the market. In theory the market will provide the correct amount of parking for uses as financiers and potential tenants will create demand. It could create a potential burden for on street parking.	<a href="http://www.reinventingparking.org/2019/08/dont-worry-abolish-minimums.html">ing/2018/oct/peopleoverparking/</a> <a href="https://www.reinventingparking.org/2019/08/dont-worry-abolish-minimums.html">https://www.reinventingparking.org/2019/08/dont-worry-abolish-minimums.html</a>
Create a simpler off-street parking ratio	Reduce the number of spaces required and number of uses to more macro uses (residential, commercial, public. etc)	This would reduce the number of private spaces created This would reduce the size of the parking portion of the code and streamline the space calculations	<a href="https://www.shoupdogg.com/wp-content/uploads/sites/10/2015/08/Putting-a-Cap-on-Parking-Requirements.pdf">https://www.shoupdogg.com/wp-content/uploads/sites/10/2015/08/Putting-a-Cap-on-Parking-Requirements.pdf</a> <a href="https://www.shoupdogg.com/wp-content/uploads/sites/10/2016/05/Cutting-the-Cost-of-Parking-Requirements.pdf">https://www.shoupdogg.com/wp-content/uploads/sites/10/2016/05/Cutting-the-Cost-of-Parking-Requirements.pdf</a> <a href="https://www.dropbox.com/s/mh731nfl6au9l95/QuantityVersusQualityInOff-StreetParkingRequirements.pdf?dl=0">https://www.dropbox.com/s/mh731nfl6au9l95/QuantityVersusQualityInOff-StreetParkingRequirements.pdf?dl=0</a>
Historic District Parking Requirement Reduction	Reduce the number of spaces required for uses in the Historic District	Protects historic buildings and prevents adding more parking to pedestrian friendly areas. Allows better reuse of historic structures rather than requiring more parking be added just due to a change of use. Could encourage property owners to bring more housing into the historic district. Reduces the number of spaces created.	<a href="https://www.ladbs.org/docs/default-source/publications/ordinances/adaptive-reuse-ordinances.pdf?sfvrsn=d68deb53_7">https://www.ladbs.org/docs/default-source/publications/ordinances/adaptive-reuse-ordinances.pdf?sfvrsn=d68deb53_7</a> <a href="https://savingplaces.org/city-scale-preservation">https://savingplaces.org/city-scale-preservation</a>  West Palm, Ft. Lauderdale, Punta Gorda, Clearwater, and Fernandina Beach have all removed or reduced parking requirements in their downtown or historic portions of their municipality.
Allow for more administrative parking	Allow the City Planner or City Manager to assign off-street requirements administratively.	Early versions of Key West's parking requirements had this for all uses not mentioned and for government and public	

decision		facilities. Returning this allows the planner or City Management to take into account the neighborhood the parking would be added to. It will have mixed effects on spaces, it will allow more flexible decision making on the part of the City, and would take less time than seeking variances.	
Increase ADA spaces provided	Reduces the ratio of ADA spaces needed based upon more flexible number rather than the Accessibility board's number	If parking requirements are reduced, ADA spaces will need to experience an increase in ratio as ADA Board's preferred ratio is based around parking requirements for suburban settings and someone using an ADA space is more likely to need a car for transportation.	
Electric Parking Requirements	Adds electric parking requirements to certain uses or buildings of a specified size	This could create a cost burden on the owner of the property Would encourage electric car ownership	<a href="https://www.betterenergy.org/wp-content/uploads/2019/06/GPI_EV_Ordinance_Summary_web.pdf">https://www.betterenergy.org/wp-content/uploads/2019/06/GPI_EV_Ordinance_Summary_web.pdf</a>
Increase compact car space flexibility	Increases the percentage of vehicle parking dedicated to compact cars	This would allow increased parking space maximization and encourage smaller car usage. This would reduce accessibility for larger vehicles, however would not impact ADA spaces.	