



**AGENDA
CITY OF CEDAR FALLS, IOWA
COMMITTEE OF THE WHOLE MEETING
MONDAY, OCTOBER 04, 2021
5:50 PM AT CITY HALL**

The City is providing in-person and electronic options for this meeting in accordance with the Governor's Proclamation of Disaster Emergency regarding meetings and hearings. The City encourages in-person attendees to follow the latest CDC guidelines to reduce the risk of COVID-19 transmission.

The meeting will be accessible via video conference and the public may access/participate in the meeting in the following ways:

- a) By dialing the phone number +13126266799 or +19292056099 or +12532158782 or +13017158592 or +13462487799 or +16699006833 and when prompted, enter the meeting ID (access code) 962 7287 1738.
- b) iPhone one-tap: +13126266799,,96272871738# or +19292056099,,96272871738#
- c) Join via smartphone or computer using this link: <https://zoom.us/j/96272871738>.
- d) View the live stream on Channel 15 YouTube using this link: <https://www.youtube.com/channel/UCCzeig5nIS-dIEYisqah1uQ> (view only).
- e) Watch on Cedar Falls Cable Channel 15 (view only).

To request to speak when allowed on the agenda, participants must click "Raise Hand" if connected by smartphone or computer, or press *9 if connected by telephone. All participants will be muted by the presiding officer when not actually speaking.

Call to Order by the Mayor

1. Downtown Zoning Code – Private Parking Requirements.
(60 Minutes, Planning & Community Services Manager Karen Howard)

City Council Committee of the Whole

October 4, 2021



Focus of Tonight's Discussion

- Parking requirements proposed in the Downtown Zoning Code
 - Parking requirements for new development
 - Note: No change is required for existing development
 - There is no requirement for existing properties to share their parking.
- This discussion is not about City-owned, public parking lots; or whether to build or how to fund a parking ramp. These topics will be scheduled for a future meeting.

Overview of Tonight's Discussion

- Background and intent of the proposed zoning requirements for private property
- Summary of the current parking requirements
- Summary of the proposed parking requirements
- Comparison between current and proposed parking requirements
 - Example: 3-story commercial building
 - Example: 3-story residential building

Private Parking Requirements: Proposed

Item 1.

Intent – some key points

- Reduce fragmented, uncoordinated, inefficient, reserved single-purpose parking.
- Provide flexibility for redevelopment of small sites and for the preservation or reuse of historic buildings.
- Reduce unnecessary costs (*There is no such thing as free parking*) – costs get passed down in the form of higher lease rates and higher rents
- Reserve limited and valuable downtown land for revenue producing land uses – retail, restaurants, offices, residences

Unintended Consequences of high parking requirements

- Stunts growth Downtown; shifts development to outlying areas where land is less costly
- Cost of parking is passed down to businesses, customers, and residents = increased commercial lease rates and higher residential rents
- Un-used parking generates no revenue and no tax base

Donald Shoup, *Parking and the City*, estimates that parking requirements increase the rent households pay for their apartments by 13 percent



The High Cost of Free Parking

DONALD SHOUP

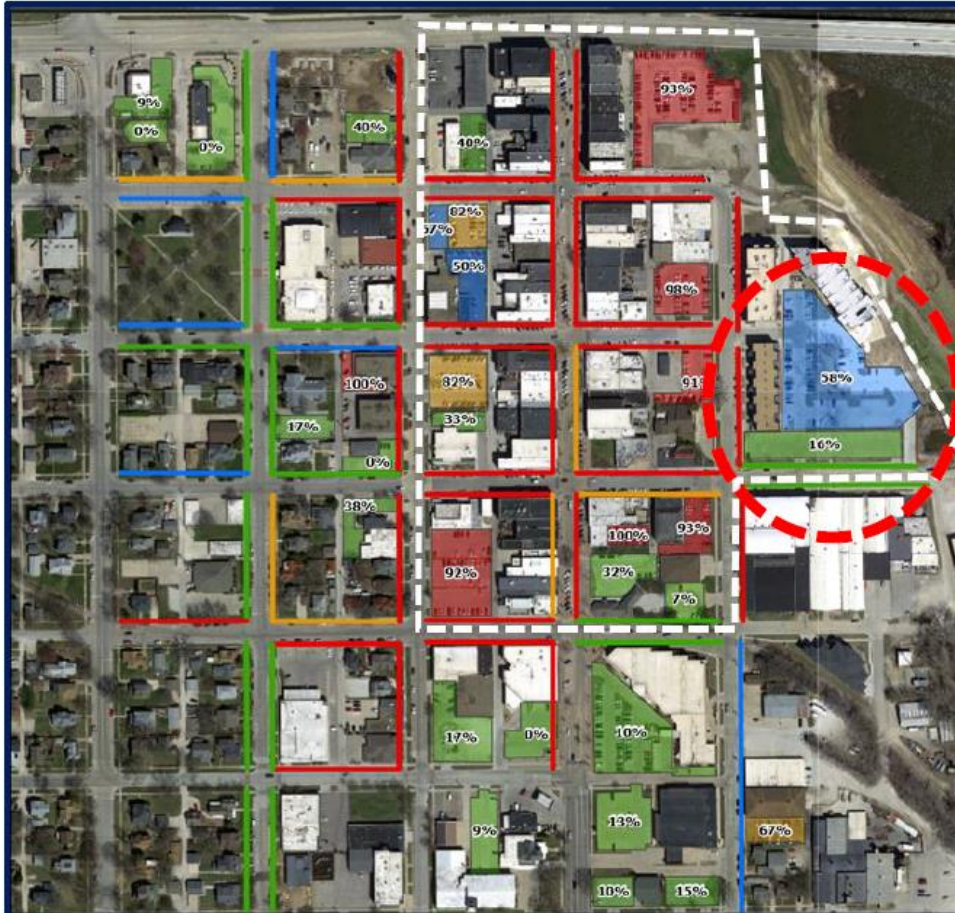
Will lowering the parking requirements cause spillover parking in the neighborhoods?

How much parking is needed?

Are the current requirements higher than market demand?

Parking Study – Fall of 2018

Observed Parking Occupancies, Friday Evening 7:00pm On-Street and Off-street Public Parking at Maximum Occupancy



PARKING OCCUPANCY COUNTS

FRIDAY, OCTOBER 26 – 7PM

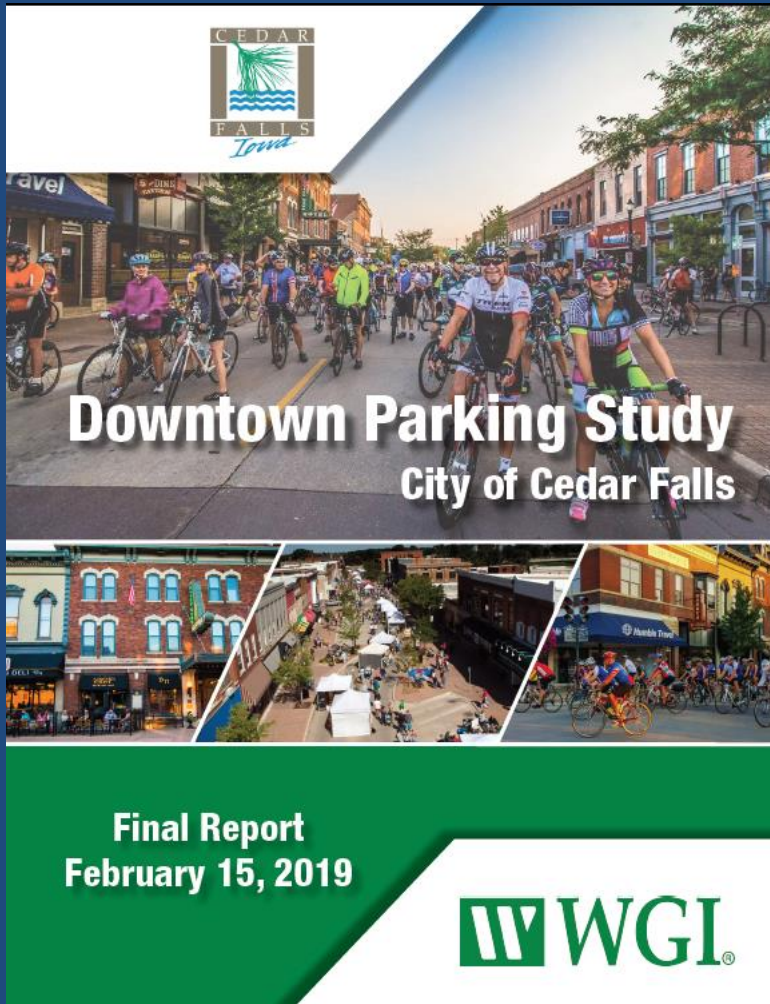
On-Street Occupancy = 90%

Public Surface Lots = 89%

Private Surface Lots = 52%
(172 open spaces)

Off-Street	On-Street
Green	Less than 40%
Blue	41% to 60%
Yellow	61% to 85%
Red	Greater than 86%





The underutilization of private of street parking in the evenings after 5:00pm has been documented in every data collection count that was conducted.

This condition underscores the fact that parking exempt districts are good public policy for downtown urban centers, and that requiring individual land uses to create their own on-site parking is bad public policy.

When individual land uses are required to create their own on-site parking based on antiquated parking ratios, the typical result is an oversupply of private parking that is not shared with other land uses.

Parking Study

- Multi-pronged approach to downtown parking
 - Improve management of public parking (on-street and in City lots)
 - Unlock existing under-utilized private parking lots during peak evening hours. Example: public-private agreement with Viking Pump. Private-private agreements also possible. Negotiated. Voluntary.
 - Right-size parking requirements in the zoning code. (Requiring too much private, off-street parking just perpetuates under-utilized private parking lots and wastes valuable downtown real estate).
 - Plan for additional public parking to support growth.

Current Private Parking Requirements:

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CBD Overlay Parking:

- No parking required for non-residential uses
- As approved by P&Z and Council.
- In practice: 1 space per bedroom. On-street parking counted toward visitor parking requirement.

Dwellings – Outside the CBD:

- Owner-occupied, single-unit – 2 spaces per unit.
- Renter-occupied, single-unit – 2 per unit + 1 space for each bedroom in excess of 2 bedrooms.
- 2 or more units – 2 spaces per unit + 1 space for each bedroom in each unit in excess of 2 bedrooms.
- Visitor Parking: 1 additional space for every 5 units.

Private Parking Requirements: Proposed

Item 1.

New Development in General Urban, General Urban 2, and Storefront Frontages:

No Minimum Parking Requirement for the following:

- Existing Parkade buildings (fronting Main Street between 1st Street and 6th Street) regardless of use;
- Ground floor commercial space;
- The re-use or renovation of an existing structure, in which there is no gross floor area expansion and the use is non-residential.

Private Parking Requirements: Proposed

Item 1.

New Development in General Urban, General Urban 2, and Storefront Frontages:

- Residential in mixed-use or multi-unit buildings
 - ✓ .50/bedroom
 - ✓ .25 space/bedroom must be made available for public parking for at least 12 hours per day (i.e. shared parking)
- Residential in single-unit, 2-unit (duplex), or rowhouse
 - ✓ 1 per unit (owner-occupied)
 - ✓ 1 per unit + 1 per bedroom for each bedroom beyond 2
 - ✓ No shared parking required

Private Parking Requirements: Proposed

Item 1.

New Development in General Urban, General Urban 2, and Storefront Frontages:

- Commercial uses on upper floors
 - ✓ Uses with less than 5000 sf – No parking required
 - ✓ Uses with 5000+ sf - 1.25 spaces/1000 sf must be made available for public parking for at least 12 hours per day (i.e. shared parking)

To provide more flexibility, particularly for small sites:

- On-street parking abutting the lot may count toward shared parking requirement
- Shared parking may also be located on a separate lot within 600 feet, subject to an easement agreement

Private Parking Requirements: Proposed

Item 1.

New Development in Neighborhood Frontages

Minimum Reserved Parking

- Residential in multi-unit buildings
 - ✓ .75/bedroom
- Residential in single-unit, 2-unit, rowhouse, or cottage court
 - ✓ 1 per unit (owner-occupied)
 - ✓ 1 per unit + 1 per bedroom for 3 or more BRs (rental)
- 1 per 300sf for non-residential uses

Minimum Shared Parking

- Residential in multi-unit buildings
 - ✓ .25/bedroom

What is shared parking?

Item 1.

- Automobile parking that is accessible to the public at least 12 hours/day and designated by appropriate signage and markings; on-site or within 600-ft walking distance
- The shared parking requirement would not obligate owners to “give up” any percentage of their parking; the goal is to maximize the usage of any new parking by making a small percentage of it available for some portion of the day, most typically when it is not needed by property owners, their tenants, or employees.

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What is shared parking?

For example:

- Parking for an office might be fully used from 8 AM to 6 PM, on Monday to Friday, but would sit empty on most evenings and weekends.
- The goal is to make some portion of that parking available to other users during those night and weekend hours.
- Similarly, the parking for an apartment or condominium building may be occupied by residents most evenings and weekends, but sit primarily empty during weekdays.
- A portion of that parking would be made available during those hours.
- In either scenario, the owners could maintain a percentage of their parking as “reserved” at all times.

Comparison Current vs. Proposed

Item 1.

Current

CBD Overlay:

- Residential: 1 space /BR
- Visitor Parking: 1 space for every 5 dwelling units, on-street parking counts toward requirement
- Parking on a separate lot allowed per easement agreement
- Commercial: No Requirement

Areas outside CBD Overlay:

- 1-bedroom/studio units: 2 parking spaces
- 2+ bedroom units: 1 space / BR
- Visitor Parking: 1 space for every 5 dwelling units
- Commercial: varies widely depending on use

Proposed

UG, UG2, Storefront Frontages

- Residential: 0.5 spaces/BR
- Shared Parking: 0.25 spaces/BR, on-street parking counts toward requirement
- Parking on a separate lot is limited, subject to easement agreement
- Commercial
 - Ground floor uses – no requirement
 - Upper floor uses – 1.25 per 1000sf (shared parking)

Neighborhood Frontages

- MF Residential: 0.75 spaces/BR
- Shared Parking (for MF): 0.25 spaces/BR
- SF and Duplex: 1 per unit + 1 for every BR beyond 2
- Commercial: 1 space/300 sf

Example: 3-story Commercial Building

Item 1.

- 1st floor commercial: retail and office
- 2nd and 3rd floors: approx. 14,000 square feet of office

Net Difference:

Proposed code requires 8 more spaces than current code. Parking would be available to the public for min. 12 hours per day. For example, when offices close in the evening, parking would be available to downtown restaurant customers.

Under current code:

- No parking required

Under proposed code:

Shared parking: 1.25 spaces/1000 sf.

- 18 shared parking spaces required
- 10 on-street parking spaces
- 8 additional spaces would be required on-site or on another site within 600 feet

Example: 3-story Residential Building

Item 1.

- 21 – 2BR condos
- 32 structured parking spaces
- Additional surface parking behind the building
- Current occupancy: 28 adults

Net Difference:

- Current code requires 21 more on-site spaces than proposed code.
- Food for thought? Are 42 spaces needed for 21 condos?
- 66% of units are occupied by only one adult

Under current code:

- 42 parking spaces required
- 8 visitor parking spaces required
- 18 on-street parking spaces satisfy the visitor parking requirement

Under proposed code:

- 21 spaces required
- 11 shared parking spaces required
- 18 on-street parking spaces satisfy the shared parking requirement

Food for Thought: Costs versus benefits

Item 1.

Costs of keeping private parking requirements high

- Off-Street Parking is expensive
 - Costly to build & maintain
 - Takes up valuable downtown space
- Someone has to pay:
 - Property owner
 - Developer
 - Customers & residents
- Opportunity costs
 - Fewer new residents and office workers reduces future revenues/market potential for downtown businesses.

Benefits of keeping private parking requirements high

- Reduces the potential for spill-over parking into surrounding neighborhoods

Re-cap:

- Parking requirements proposed in the Downtown Zoning Code are for new development.
- No change is required for existing development
- Existing properties do not have to share their parking
- City-owned, public parking lots are not affected by the new code.
- However, additional shared parking requirements will add to the publicly available parking during peak times.
- Developers/property owners do not have to “give up” their property for shared parking – it only has to be made available when they are not using it.
- Parking requirements in the Code are minimums. Developers/property owners are free to provide more parking to meet the market demand for their development.

Questions?