

PARKING & COMMUNITY CHARACTER



A Parking Strategy for Downtown Jensen Beach

Draft

Index

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The Situation Today

PARKING IN JENSEN BEACH

The character and scale Jensen Beach's downtown is such that one experiences a unique sense of place immediately upon arrival. This, together with its unparalleled location, scenic views, and feeling of local importance, are all contributing factors that attract, and will continue to attract new visitors, residents, and investors to the area. The downtown Jensen Beach Master Plan (also referred to as the Jensen Beach Community Redevelopment Area Master Plan) is an important tool that prepares the community to ensure that as growth and change happen, they do so in the community's terms.

Parking is an integral component of the downtown Jensen Beach Master Plan. It plays a fundamental role in the walkability, scale (massing), and desirability of any community. Parking can attract or detract residents, visitors and investors alike.

Up until today, Jensen Beach has dealt with parking on an individual, parcel by parcel basis. This means that each building or development provides for its own parking. All this parking provided by development is private. And this is accomplished in many, cases by knocking down buildings, paving empty

lots, or surrounding buildings by a sea of asphalt. This strategy, characteristic of suburban communities, has generally resulted in an excessive overall amount of parking and paved surfaces, and a severe impact to the limited fabric that constitutes the downtown. And although so much land is being dedicated to parking (see Figure 1: A Figure Ground of downtown Jensen Beach, page 10), the general perception is that there is still a lack of it.

The purpose of this parking study for the Jensen Beach Community Redevelopment Area (CRA) is to 1) determine the appropriate amount of on and off-site parking required in each of the eight downtown districts, and 2) define district wide parking strategies that will ensure a balance of development, open space, vistas and preservation of the downtown character as it develops overtime.



Eight Downtown Districts

A VISION FOR THE FUTURE OF DOWNTOWN JENSEN BEACH

The downtown Jensen Beach Master Plan is based on a Regulating Plan that defines the character of each street within the Jensen Beach CRA. The Regulating Plan divides the CRA into eight distinct districts. The downtown Jensen Beach Development Standards serve as a tool to implement the Regulating Plan and define the following elements: building types, building placement, building height, parking quantity and placement, and appropriate mix of uses. These elements, also known as the elements of healthy neighborhoods and districts, are the key to achieving the desired character of the public realm in the downtown area.

While the Jensen Beach Development Standards and the CRA Master Plan clearly define building type, height, placement, architectural style and appropriate mix of uses in a manner that is specific to each of the eight districts, it does not contemplate parking in as much detail. Parking requirements are defined, and although these requirements should not change from district to district, parking programs and incentives need to be customized to achieve the goals particular to each district.

Parking is such an important component of a community's infrastructure, that it can single-handedly attract or detract visitors and investors alike. Parking also plays a fundamental role in defining the scale and massing of buildings. If parking requirements are too high, and all parking is required on-site, then the net developable area of a parcel is greatly reduced, and large voids appear in the fabric, generally creating a hardship for development and an exclusively auto-oriented environment despite any pedestrian facilities. If parking requirements are too low, new construction with buildings out of scale and character, and a shortage of parking will rapidly become evident and will drive business away. Achieving the right amount of

parking is a delicate balance, and one that has to be closely monitored and often reviewed.

The parking quantities currently required for development in the Jensen Beach CRA (page 6) are appropriate and should remain consistent throughout all districts. But, in order to achieve the identity specific to each of the eight districts within the CRA, it is necessary to refine the parking requirements and ensure that they address the needs of each district.

Currently, all parking for development within the Jensen Beach CRA is required to be provided on-site, and in the Jensen Beach Development Standards there are no provisions for off-site or on-street parking to count towards those requirements. While the current requirement may be a good strategy for the less intense and more residential districts, it is not necessarily appropriate for the more intense mixed-use districts. Additionally, because the Development Standards are stringent regarding parking placement (all on-site), all changes proposed in this report are to be viewed as incentives to development, and under no circumstance constitute a taking of development rights.

The citizens' vision for each district described in the Jensen Beach CRA Master Plan was used as the basis for this report. With the understanding of the vision for the future of each of the eight districts, off-site parking was tested, and percentages for each district were proposed. A summary of the vision for each district is described with the purpose of clarifying the proposed off-site parking percentages and parking strategies proposed in this report.

Eight Downtown Districts

A DISTINCT IDENTITY FOR EACH DISTRICT:



DISTRICT I: JENSEN BEACH BOULEVARD

The heart of the downtown: Proposed as the most dense and intense district, it is planned to develop as a traditional main street that serves both the north county and Hutchinson Island, and is a regional destination, with retail on the ground floor, and residential and office uses above stores.



DISTRICT II: RICOU TERRACE

An extension of downtown: Proposed equally as the dense and intense as district I, it is planned to develop as a mixed use district that supports the activities along Jensen Beach Boulevard as a main street, while allowing for special events within the

public realm. Retail, general commercial, and residential uses are proposed for this district. Districts I and II are envisioned as the southern anchor of the Jensen Beach CRA, which, at build-out, will also have central and northern anchor destinations that will generate a pedestrian environment, walkability, and connectivity throughout the entire CRA.

DISTRICT III: PINEAPPLE AVENUE NORTH



The northern anchor: Proposed as the mixed-use, northern destination of the CRA, the district will house residential, commercial and entertainment uses, as well as a future train station along the F.E.C. right of way.

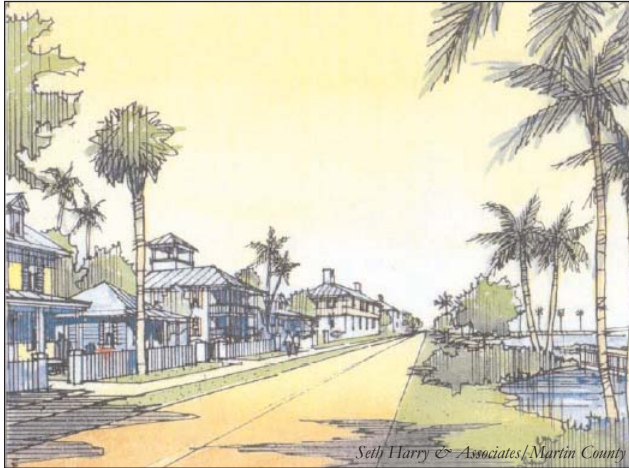


DISTRICT IV: PINEAPPLE AVENUE

The edge of the CRA: This district generally par-

Eight Downtown Districts

alleys the FEC right-of way. Resilient buildings to buffer the CRA from noises and other impacts generated by the train and traffic along Pineapple Road are envisioned. Commercial and residential uses will be developed in this district.



DISTRICT V: INDIAN RIVER DRIVE

The scenic district: Buildings along this drive are intended to reflect the character and scale of this waterfront town. As such, the plan proposes, detached, less intense buildings that, in the town's tradition, house commercial and residential uses in a less urban way.



DISTRICT VI: MAPLE STREET TOWN COMMONS

The civic center: By requiring that open space be provided as part of the public realm, as opposed to

privatized as in conventional developments, this district is designed around a public civic space. Medium density residential uses in the form of town houses or apartment houses, and lower intensity commercial uses are proposed along the a central town common.



DISTRICT VII: MAPLE STREET

The Jewel of the downtown: Proposed as the main north south connector through the CRA, this road changes character as it traverses the different districts. District VII, envisioned as the single family residential district, is to evoke the relaxed, quaint, small scaled beach character that is the signature of Jensen Beach's waterfront village.



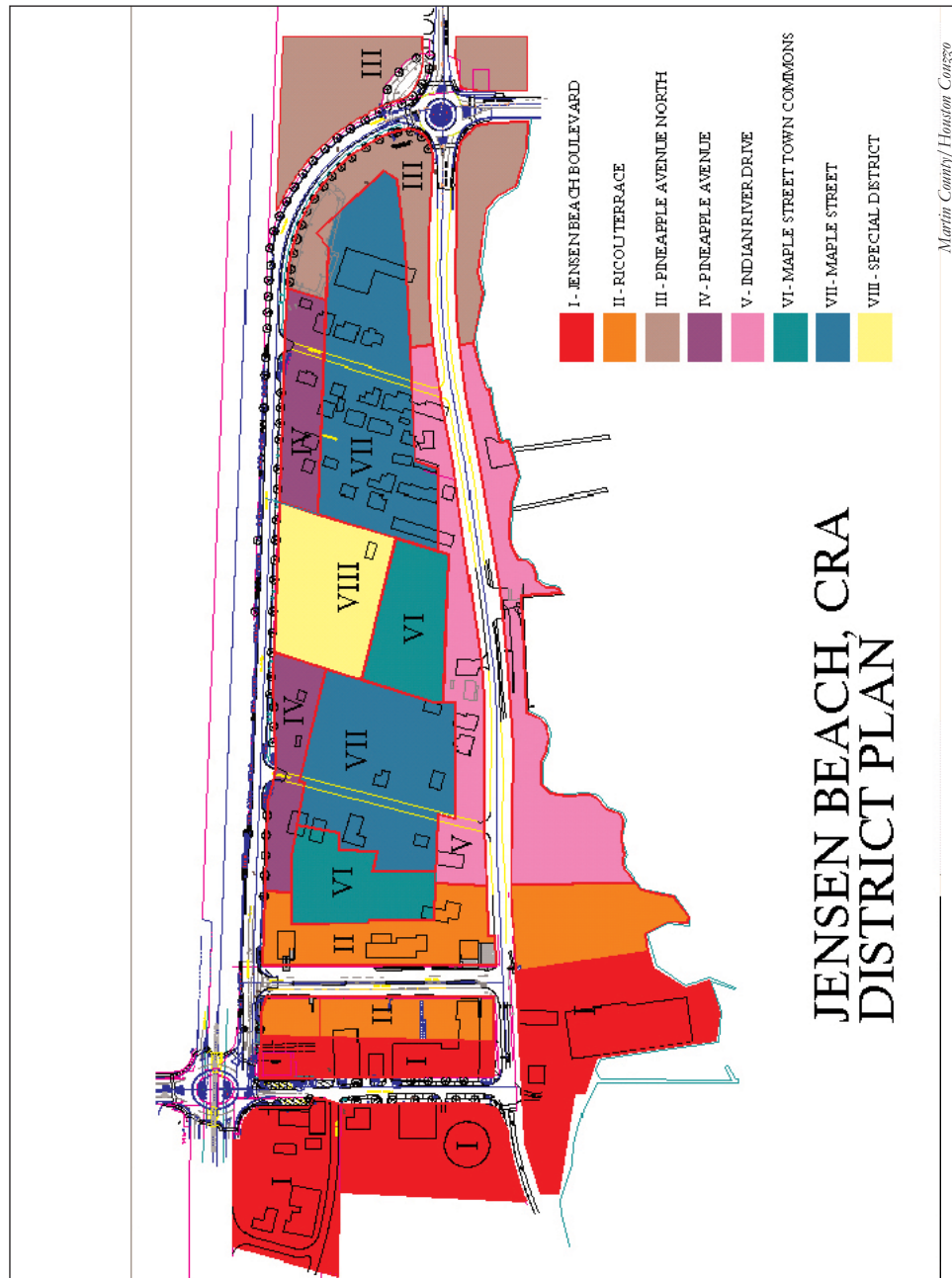
DISTRICT VIII: SPECIAL DISTRICT

Initially intended to house a public library, this cen-

Jensen Beach CRA District Plan

tral district has the purpose of generating an intermediate destination that will encourage pedestrian traffic and activity linking the northern districts and future transit station, with the life of main street to the south. As a special district, the uses that occupy it in the future should be consistent with the original intent and compatible in scale and character with the residential uses that surround it.

JENSEN BEACH CRA DISTRICT PLAN



Martin County/Honston Conroy

Figure 1: Downtown District Figure Ground

PARKING ERODING THE FABRIC

The image on the left is a "figure ground" of districts I and II along Jensen Beach Boulevard and Ricou Terrace. In it, existing buildings are represented in black, while surface parking lots and driveways are represented in red. This image makes the following evident:

- o There is a good continuous alignment of buildings along Jensen Beach Boulevard through most of the Downtown District. Nevertheless, this physical continuity resulting from the alignment of buildings is deceiving since several structures house uses that are not conducive to pedestrian destination or a main street environment.

- o Parking has completely eroded the fabric along Ricou Terrace, there is no building mass. As a result, this entire district is an enormous sea of asphalt. Even though the parking provided in this area appears to be beneficial for downtown businesses, the way in which it is being provided has four major consequences:

- a) It is a waste of developable land and revenue for the County and the CRA;
- b) It is detrimental for all retail in the district, since the transition to Jensen Beach Boulevard is unattractive, creating a less-than-desirable environment for pedestrians once they have parked their cars;
- c) It makes the transition between parking and the Boulevard boring, thus limiting the distance that pedestrians are willing to cover, and;
- d) It is detrimental for the natural environment.

- o The possibility of growth of the Downtown Districts (Districts I & II) as a complete and unified destination that becomes a southern anchor to the entire CRA area is truncated, limiting the destination to the length of Jensen Beach Boulevard and creating a physical barrier between the downtown and remaining six districts.

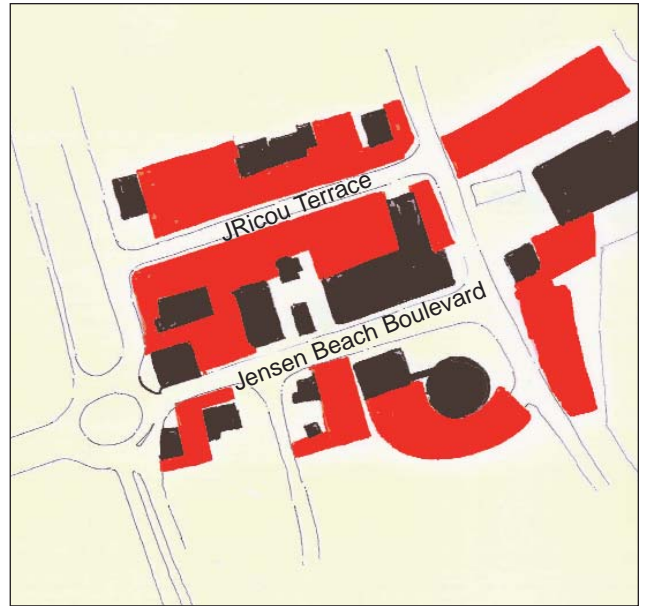


Figure ground image of districts I & II along Jensen Beach Boulevard and Ricou Terrace.

- o Above all, this is the image of a fabric that is being consumed by parking. This limits the possibilities that the CRA has to offer to tourism, residents and development, creating an uncertain future for businesses and residents alike.

On-Site Parking Requirements:

CURRENT PARKING REQUIREMENTS

The Jensen Beach CRA Development Standards require that parking be provided on site, as follows:

CURRENT ON-SITE PARKING REQUIREMENTS

3.261.C. Parking. Parking shall conform with Article 4, Division 14, Parking and Loading, of the Land Development Regulations or as specified in Figures 10 through 14. When the specifications shown in figures 10 through 14 are in conflict with Article 4, Division 14, Parking and Loading, of the Land Development Regulations, then the specifications in figures 10 through 14 shall be applicable.

On-site parking will be provided as follows:

1. Residence: One per residential unit.
2. Retail/office: Three per 1,000 square feet of floor area.
3. Medical office: Four per 1,000 square feet of floor area.
4. Restaurant: Five per 1,000 square feet of floor area.
5. There shall be a visual between parking areas and adjacent residential uses.

PROPOSED MODIFICATION TO PARKING REQUIREMENTS:

This analysis proposes the following modifications (underlined) to the Jensen Beach CRA Development Standards

PROPOSED MODIFICATIONS:

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1. Residence: One per residential unit.
2. Retail/office: Three per 1,000 square feet of floor area.
3. Medical office: Four per 1,000 square feet of floor area.
4. Restaurant: Five per 1,000 square feet of floor area.
5. There shall be a visual or physical barrier between parking areas and adjacent residential uses. An alley is considered an optimal element to separate parking areas or commercial uses from residential uses.
6. Exceeding the required number of parking spaces will require the provision of additional open space (public or private) in the amount of 200sf per additional parking space.
7. Off-Site Parking, including on-street parking, shall be permitted. The amount of off-street parking permitted shall vary from district to district.

Off-Site Parking Allowances

PROVISION FOR OFF-SITE PARKING

***Off-Site Parking:** Parking space provided on-street, or on a public or private parking facility, that fulfills the parking requirement for the specific uses which occur on a developed site. All off-site parking will be provided within the specific district where it is generated, except for Districts I & 2, and in those cases where off-site parking is provided by participation of a Payment in Lieu of Parking (PILOP) or similar program established for the CRA.*

The current regulations require that all parking be provided on-site, which results in a parking strategy that continues to deal with parking on a parcel-by-parcel basis. The analysis conducted recommends a district-wide parking strategy that defines off-site parking allowances according to the specific intensities and densities desired for each district.

This analysis proposes an maximum allowance of off-site parking defined per use and per district, but in no way reduces the amount of parking required. It simply allows for a limited, maximum percentage of the required parking to be provided in a location other than the parcel that houses the proposed development. This off-site parking allowance is generally at a cost to the developer, and is only possible if a series of conditions are met and certain district-wide parking programs are established. These conditions and programs are described further in this document.



PROPOSED OFF-SITE PARKING ALLOWANCES

Off-Site Parking Allowances Per District are Proposed As Follows:

DISTRICT I: JENSEN BEACH BOULEVARD

100% of the required commercial parking can be provided off-site

100% of the required residential parking can be provided off-site

100% of the required parking for other uses can be provided off-site

DISTRICT II: RICOU TERRACE

80% of the required commercial parking can be provided off-site

50% of the required residential parking can be provided off-site

80% of the required parking for other uses can be provided off-site

DISTRICT III: PINEAPPLE AVENUE NORTH

70% of the required commercial parking can be provided off-site

50% of the required residential parking can be provided off-site

70% of the required parking for other uses can be provided off site

DISTRICT IV: PINEAPPLE AVENUE

75% of the required commercial parking can be provided off-site

50% of the required residential parking can be provided off-site

50% of the required parking for other uses can be provided off-site

DISTRICT V: INDIAN RIVER DRIVE

50% of the required commercial parking can be provided off-site

50% of the required residential parking can be

Off-Site Parking

provided off-site.

50% of the required parking for other uses can be provided off-site

DISTRICT VI: MAPLE STREET TOWN COMMONS

25% of the required commercial parking can be provided off-site

25% of the required residential parking can be provided off-site

25% of the required parking for other uses can be provided off-site

DISTRICT VII: MAPLE STREET

0% of the required commercial parking can be provided off-site

25% of the required residential parking can be provided off-site.

0% of the required parking for other uses can be provided off-site

DISTRICT VIII: SPECIAL DISTRICT

100% of the required commercial parking shall be provided within the boundaries of this district

100% of the required residential parking shall be provided within the boundaries of this district

100% of the required parking for other uses shall be provided within the boundaries of this district

ON-STREET PARKING FULFILLING PARKING REQUIREMENTS

On-street parking will count towards on-site parking requirements in the percentages listed above provided that:

1. The developer builds the on-street parking spaces.
2. Existing on-street parking spaces previously built on public right-of way by the County shall not be eligible to count towards the fulfillment of parking requirements
3. The on-street parking spaces are built along the length of the lot directly enfronting the parcel generating the parking requirements, and shall not impact the frontage of other parcels.
4. Except in the case where a parcel is paying into the PILOP, all parking shall be contained within the district where it is being generated.

Off-site parking will count towards on-site parking requirements in the percentages listed, provided that one or more of the conditions that follow are met.

1. The Jensen Beach Payment in Lieu of Parking Program (PILOP) is established. For districts III through VII, the PILOP program shall allow up to, but not more than the percentages defined for each district of the on-site parking spaces required for residential and non-residential uses, to be purchased by paying into the Jensen Beach Payment in Lieu of Parking Trust Fund a sum of money equal to the number of parking spaces required times the current cost to provide a single parking space in the Jensen Beach CRA.
2. A public parking site, or series of public parking sites, which will function in areas of appropriate

District-Wide Parking Strategy

dimensions and sufficient capacity to accommodate off-site parking, are identified within the Jensen Beach CRA

3. The development paying into the PILOP or parking on a designated public or private parking lot is within a 3-minute walking distance, or 800' from a designated public parking site, and no further than a 5-minute walking distance or 1,350' from a designated public parking site.

4. A reduction in the amount of parking required, or purchase price while participating in the PILOP is possible, and under certain circumstances recommended, but should remain at the discretion of the Martin County BOCC.

ESTABLISHING PARKING ON A DISTRICT- WIDE LEVEL

In order to establish parking on a district-wide level for downtown Jensen Beach, a clear strategy that includes the following needs to be developed:

1) Development and adoption of an off-site parking strategy. (Proposed off-site public and private parking lots are identified on Figure 2, page 11 of this report.)

a) Identify underused areas that can be used for peak hour parking demand. All of the existing surface parking lots and on-street parking spaces are quantified in Attachment A: Supply, Demand, and Off-Site Calculations.

b) Identify parking areas that are only used during business hours. All of the existing surface parking areas used only during business hours, or within specific timeframes, have been identified in Figure 2.

c) Owners and employees of downtown businesses should not compete for prime parking spaces with customers. Nearby church parking lots, or agreements with businesses that have excess park-

ing are great locations for parking for those spending many hours daily in downtown. Employers can offer incentives for their employees to park in designated areas. It is estimated that each on-street parking space along a retail (mixed-use) street generates \$200,000 in annual revenues(source Gibbs Planning). The cost of the incentive is minimal compared to the potential loss of business due to lack of parking for customers.

d) Once public parking areas have been defined, establish a valet parking program that uses out-of-the way parking areas during peak hours. Some restaurants do this on an individual basis. A downtown-wide valet parking program is common, particularly for special events. On-street parking should not be dedicated to valet parking, other than to allow for limited drop-offs.

e) Create a parking pool with incentives that will encourage property owners to put their excess parking stalls in this pool. These clearly identified parking spaces can be used as part of an initial PILOP program, or as employee parking. For this to happen, the County needs to release participating owners of private parking lots of liability so that they can make their lots available for parking for the general public when they are not using them.

f) While metered or time limited parking might not be a need for Jensen Beach today, it will probably be necessary as the downtown approaches build-out. It is important to evaluate time limited or metered parking. With two or three-hour limits, the on-street spaces become valuable, high turn-over parking spaces. Parking meters do not need to be individual or coin operated structures. Technological advances have made metered parking easy to install, supervise and maintain. See attachment C for metered parking strategies and options.

g) On-street parking spaces are shared parking spaces. Even if a particular development built, and is therefore allowed to count on-street parking spaces towards the fulfillment of its parking

requirements, on-street parking spaces are not to be designated as private or dedicated parking. The exception to this rule occurs in extreme conditions, and generally limited to overnight residential parking only (i.e. Miami Beach, Florida).

h) The proposed study suggests changing the code to maximum, rather than minimum parking requirements. Exceeding the required parking requirement will result in the need to provide additional open space, either public or private. This will not only be more conducive to a pedestrian environment and to the preservation of the Village character envisioned by the residents, but it will also help maintain the demand for a successful PILOP program.

2) Management of off-site parking. The County needs to designate a person/department responsible for identifying, purchasing, or leasing appropriate parking areas; clearly signalize them, and maintain a record of availability, supply and demand.

3) Implementation of a shared parking program. This includes sharing between different uses occurring within the same parcel, which requires reduced parking requirements (Jensen Beach has already implemented this), as well as identifying the different times during which private parking spaces of different parcels are used, and developing a program that allows private individuals to it share off peak usage hours.

4) Creation of a Parking Bank. A central listing of available parking spaces, intended to inform long term parking users of available parking in their vicinity so that the most convenient parking areas are left for short-term users including visitors, customers and clients of businesses in the area

5) Development of a Payment-in-lieu-of-parking (PILOP) Ordinance. A PILOP ordinance needs to be developed for off-site parking imple-

mentation to be feasible. A basic PILOP ordinance is applicable to all of Martin County's CRA's. Specific incentives should be dealt with by each CRA individually.

6) Funding. A parking manager, working in conjunction with the NAC, BOCC and the community, shall identify other sources of funding which include, but are not limited to: CRA TIF funds, developers' contributions, Special Improvement District, Special Taxing Districts, and metered parking (see attachment for list of preferred meter parking methods). i) o Businesses can institute a self taxing district such as a local employment district (LID) or economic improvement district (EID). These districts generally need to be approved by at least 50 % of the property owners. Funds raised can be used for purchase of shared parking lots or structures, for maintenance, cleaning and lighting, and for general improvements to the district such as sidewalk furniture, signs, decorative lighting, security patrols, etc. LIDs can be assessed on any basis chosen by the district, such as amount of frontage or the size of the building.

Scale, Character & Sustainability

PARKING AND BUILDING HEIGHT

Parking should be understood as part of a community's infrastructure. In most Florida communities, parking is as vital as services such as potable water and sanitary sewer: without them communities simply would not function.

Because parking is so important, it is probably one of the most effective tools for development: treated as an incentive, it attracts and encourages development; required in excessive amounts, it can be the single most detrimental element to the growth of a community.

This report suggests that parking be treated with different degrees of flexibility in each of the eight CRA districts in Jensen Beach, as a tool to achieve the desired character for each. For Jensen Beach, parking can become an effective tool to control building height, which is a request several neighbors have expressed during public meetings.

Page 8 of this report recommends proposed off-street parking allowances. In order to maintain the general two story building height in the less intense, more residential, and waterfront neighborhoods, all parking requirements resulting from development of a third story, in all districts except Districts I, II and IV shall not be provided off-site. For example, if a development proposes four residential units on a third floor in a building in any district other than the three exempt above, the four required parking spaces must be provided on-site parking allowance:

Example:

3 story, 12,000sf building proposed on District III
Ground floor retail - 4,000sf
Second floor, 4 residential units
Third floor, 4 residential units

Parking required: 12 commercial + 8 residential
Total: 20 parking spaces

With parking allowances as proposed in page 8, 12 out of the 20 spaces can be provided off-site (8 commercial, 4 residential). With the third story limited parking condition, only 10 out of the 20 spaces can be provided off-site (8 commercial, 2 residential (50% of the required parking spaces for the units on the second floor), because the four spaces required to park the units on the third floor are removed from the calculation of off-site parking allowances.

Scale, Character & Sustainability

SHARED PARKING AND THE MIXED USE “FORMULA”

A formula to define density, unique to Martin County, is applied to all proposed mixed use projects in Martin County’s CRA’s.

This Formula,

$$\mathbf{RB/TP \times PA \times MD = TU}$$

(Residential square footage/ total building area x acreage of the site x maximum density allowed in the area = total number of residential units)

conceived to preserve the character and scale of Martin County’s CRA’s, results in unintended consequences that are contradictory to a sustainable environment:

- a) It triggers a reduction of the number of dwelling units every time the commercial square footage (retail) is increased in any given project. Retail studies show that retail and commercial uses need rooftops (residences) to support them. With this formula, the larger the commercial use, the smaller the number of residential units that are available to support it, which in turn results in more people driving and needing parking to support area businesses;
- b) It aggravates the lack of availability of affordable housing. Developers compensate the reduction in density resulting from incorporating other uses by building larger, more expensive residential units; and
- c) Impedes the establishment of a balanced shared parking program: the larger the commercial use, the more parking is required. When this results in a reduction of residential units, sharing parking between these uses off peak hours becomes ineffective and insignificant. To satisfy the residential demand, additional residential units are built in separate parcels, providing their own parking and

paving yet more land to provide for a parking need that could have easily been satisfied by sharing parking with commercial uses .

While this formula might make sense in a community where the building size is based on Floor Area Ratios (FARs), it does not affect building scale or character in the Jensen Beach CRA where an existing form based code ultimately defines building size (scale and mass) regardless of the uses it houses. Additionally, it results in more parking in an environment that strives for walkability.

Implementation

The following recommendations are based on “The Parking Handbook for Small Communities” (Edwards 1994). General steps for developing a parking plan for a village district or downtown area include:

Step 1: Get Organized - Understand the relationship between downtown commerce, massing and parking.

Step 2: Gather Data and Analyze Demand - Inventory parking, tabulate data, analyze the data and project future parking demands. This information is included in the attachment section of this report.

Step 3: Increase the Effectiveness of Existing parking: Assess and maintain existing parking management systems to improve the effectiveness of on-street parking by increasing turnover and encouraging long-term parkers to use off-street parking spaces.

Step 4: Plan and Develop New parking Facilities - If maximizing existing parking management systems do not yield enough additional parking, then plan and develop new parking facilities.

Step 5: Promote the Parking Program or Programs selected for the Community. Educate the public about the value of on-street parking, the need for consistent enforcement procedures, the plans for additional parking, and the way the parking system operates.

Step 6: Manage the Parking System. Provide on-going management strategies for the parking plan’s success.

Step 7: Put it Together.... and Keep it Together. Put all the previous steps together to create a successful parking plan, monitor the plan, and revise it whenever and as soon as necessary.

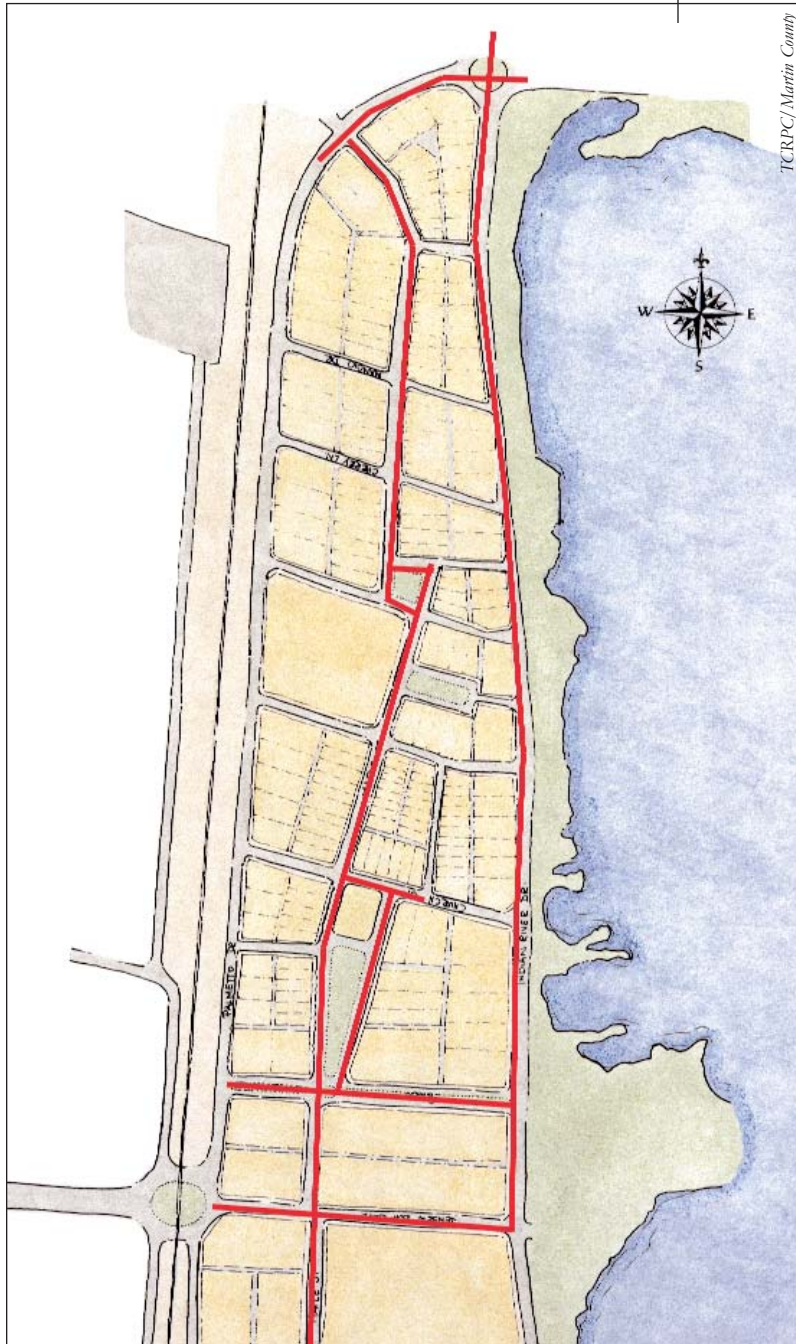
PARKING,
A & B
NETWORK OF STREETS

A & B Network of Streets

PARKING PLACEMENT

Although the Jensen Beach CRA Development Standards require that parking be located in the side or rear of buildings, communities that are successful in achieving a pedestrian environment establish a system of A & B streets. parking should never be visible from an “A” street (shown in red in the image below).

“B” streets (shown in grey) should be more “relaxed”, allowing parking and other services to be accessible and/or visible from them. A proposed network of A & B streets is defined in the image below. *(Note: the location of all new streets and the extension of Maple Street is proposed and may vary as development occurs)*



TCRPC/Martin County

PARKING AVAILABILITY
FOR A
PILOP PROGRAM

POTENTIAL
GARAGE
SITES FOR ULTIMATE
PILOP
PROGRAM

SUPPLY,
DEMAND &
OFF-SITE
CALCULATIONS

District I

	A	B	C	D	E
1	419,724	Land Area		100%	Max lot coverage
2	5,200	New Road		3	No. of Floors
3	183,329	Excluded properties		2.5	Commercial Parking Req
4	37,050	Garage footprint		100%	Percent Comm Off-site
5	194,145	Developable		1	Residential Parking Req
6	194,145	Max Bldg Coverage		100%	Percent Res Off-site
7				0%	Open space maintained on-site
8				350	On-site parking space size
9					
10	1 Floor Residential, 2 Floors commercial			1 Floor commercial, 2 floors residential	
11					
12	194,145	Developable Area		194,145	Developable Area
13	194,145	Total Buildable Area		194,145	Total Buildable Area
14	194,145	Building footprints		194,145	Building footprints
15	388,290	Commercial Floor area		194,145	Commercial Floor area
16	194,145	Residential Floor area		388,290	Residential Floor area
17	162	Residential Units (avg 1,200)		324	Residential Units (avg 1,200)
18	162	Residential Parking		324	Residential Parking
19	971	Commercial Parking		485	Commercial Parking
20	1,133	Parking demand		809	Parking demand
21	0	Residential On-site		0	Residential On-site
22	0	Commercial On-site		0	Commercial On-site
23	0	On-site Parking		0	On-site Parking
24	0	On-site Parking Area		0	On-site Parking Area
25	0%	Percent land area as parking		0%	Percent land area as parking
26	100.00%	Percent land building		100%	Percent land building
27	36.30	Residential Units per acre		72.60	Residential Units per acre
28	1,133	Total off-site		809	Total off-site
29					
30	93	On-street parking		93	On-street parking
31	1,040	Garage demand		716	Garage demand
32	832	With 20% reduction		573	With 20% reduction
33					
34					

District V

	A	B	C	D	E	F	G	H	I
1	144,709	Land Area		50%	Max lot coverage		DISTRICT V		
2	28,942	Open Space (20 percent)		3	No. of Floors				
3	72,355	Max Building Coverage (50%)		2.5	Commercial Parking Req				
4	115,767	Developable		50%	Percent Comm Off-site				
5				1	Residential Parking Req				
6				50%	Percent Res Off-site				
7				350	Parking space size				
8									
9	1 Floor of Residential, 2 Floors commercial		2 Floor of residential, 1 floor of commercial			1 Floor of commercial, 1 floor residential			
10									
11	115,767	Developable Area	115,767	Developable Area		115,767	Developable Area		
12	72,355	Total Buildable Area	72,355	Total Buildable Area		72,355	Total Buildable Area		
13	114,574	Commercial Floor area	66,950	Commercial Floor area		59,880	Commercial Floor area		
14	57,287	Building footprints	66,950	Building footprints		59,880	Building footprints		
15	57,287	Residential Floor area	133,899	Residential Floor area		59,880	Residential Floor area		
16	48	Residential Units (avg 1,200)	112	Residential Units (avg 1,200)		50	Residential Units (avg 1,200)		
17	48	Residential Parking	112	Residential Parking		50	Residential Parking		
18	286	Commercial Parking	167	Commercial Parking		150	Commercial Parking		
19	334	Parking demand	279	Parking demand		200	Parking demand		
20	24	Residential On-site	56	Residential On-site		25	Residential On-site		
21	143	Commercial On-site	84	Commercial On-site		135	Commercial On-site		
22	167	On-site Parking	139	On-site Parking		160	On-site Parking		
23	58,480	On-site Parking Area	48,817	On-site Parking Area		55,888	On-site Parking Area		
24	40%	Percent land area as parking	34%	Percent land area as parking		48%	Percent land area as parking		
25	40%	Percent land building	46%	Percent land building		41%	Percent land building		
26	28.74	Residential Units per acre	67.18	Residential Units per acre		30.04	Residential Units per acre		
27	167	Total off-site	139	Total off-site		40	Total off-site		
28									
29	98	On-street parking	98	On-street parking		98	On-street parking		
30	69	Garage demand	41	Garage demand		-58	Garage demand		
31	55	With 20% reduction	33	With 20% reduction					

District VI

	A	B	C	D	E	F	G	H	I	J
1	21,263	Land Area								
2	17,010	Max Bldg Coverage (80%)		80%	Max lot coverage					
3	4,253	Open space (20%)		3	No. of Floors					
4	17,010	Developable Area		2.5	Commercial Parking Req					
5				0%	Percent Comm Off-site					
6				1	Residential Parking Req					
7				25%	Percent Res Off-site					
8				250	Parking space size					
9		Townhomes and live/work								
10										
11	17,010	Developable Area								
12	17,010	Total Buildable Area								
13	0	Commercial Floor area								
14	14,712	Building footprints								
15	29,423	Residential Floor area								
16	12	Residential Units (avg 2,400)								
17	12	Residential Parking								
18	0	Commercial Parking								
19	12	Parking demand								
20	9	Residential On-site								
21	0	Commercial On-site								
22	9	On-site Parking								
23	2,299	On-site Parking Area								
24	10.81%	Percent								
25	14,712	Building footprints								
26	69%	Percent land building								
27	31.39	Residential Units per acre								
28	3	Total off-site								
29										
30	14	On-street								
31	-11	Garage demand								

District VI

	A	B	C	D	E	F	G	H	I	J
1	55,968	Land Area								
2	44,774	Max Bldg Coverage (80%)		80%	Max lot coverage					
3	11,194	Open space (20%)		3	No. of Floors					
4	44,774	Developable Area		2.5	Commercial Parking Req					
5				0%	Percent Comm Off-site					
6				1	Residential Parking Req					
7				25%	Percent Res Off-site					
8				250	Parking space size					
9		Townhomes and live/work								
10										
11	44,774	Developable Area								
12	44,774	Total Buildable Area								
13	0	Commercial Floor area								
14	38,724	Building footprints								
15	77,448	Residential Floor area								
16	32	Residential Units (avg 2,400)								
17	32	Residential Parking								
18	0	Commercial Parking								
19	32	Parking demand								
20	24	Residential On-site								
21	0	Commercial On-site								
22	24	On-site Parking								
23	6,051	On-site Parking Area								
24	10.81%	Percent								
25	38,724	Building footprints								
26	69%	Percent land building								
27	31.39	Residential Units per acre								
28	8	Total off-site								
29										
30	0	On-street parking								
31	8	Garage demand								

District VII

	A	B	C	D	E	F	G	H	I
1	225,002	Land Area		50%	Max lot coverage			DISTRICT VII	
2	45,000	Open Space (20 percent)		3	No. of Floors				
3	112,501	Max Building Coverage (50%)		2.5	Commercial Parking Req				
4	180,002	Developable Area		0%	Percent Comm Off-site				
5				1	Residential Parking Req				
6				0%	Percent Res Off-site				
7				250	Parking space size				
8									
9	Single Family Homes								
10									
11									
12									
13	180,002	Developable Area							
14	112,501	Total Buildable Area							
15									
16		Assume avg home 3,000 sf							
17	75	Number of units							
18	14.5	Residential Density							
19									
20		Assume avg home 2,700 sf							
21	83	Number of units							
22	16.1	Residential Density							
23									
24		Assume avg home 2,500 sf							
25	90	Number of units							
26	17.4	Residential Density							
27									
28									
29									
30									
31									

District VIII

	A	B	C	D	E	F	G	H	I	J
1	83235	Land Area			2.5	Commercial Parking Req			DISTRICT VIII	
2	66588	Max Bldg (80%)			1	Residential Parking Req				
3		New Streets			0%	Percent Res Off-site				
4	66588	Developable Area			0%	Percent Comm Off-site				
5	66588	Builable				No. On-street Parking				
6					3	No. of Floors				
7										
8										
9	Proposal: This special district should handle its own parking									
10										
11										
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