

Orange County Board of Commissioners,

Sunrise Orlando and Coalition partners are urging the board to eliminate parking minimums countywide. Eliminating parking minimums has been done in many cities across the United States, most notably Minneapolis, Austin, and Gainesville, FL. Eliminating parking minimums does not get rid of parking lots or stop parking from being built, instead it gets rid of the mandate to build a certain amount of parking determined by arbitrary parking minimums. By eliminating parking minimums Orange County will incentivize the following:

- 1. More affordable housing,**
- 2. More Walkable, Bikeable, Transit-Oriented Communities,**
- 3. Communities where you park once to get around instead of parking to get everywhere,**
- 4. An Orange County better prepared for population growth,**
- 5. Less Suburban Sprawl,**
- 6. More outdoor dining,**
- 7. Better economic outcomes especially for small businesses,**
- 8. Cooler outside temperatures,**
- 9. More parks, trees, plazas, green spaces,**

Orange County should not be afraid to end parking minimums and prepare itself for the future. With Tallahassee preempting solutions for Orange County problems, such as preempting rent stabilization, the no-cost alternative to tackling the housing crisis and intersecting issues is ending parking minimums. Ending parking minimums is in line with Vision 2050 principles of “improving walkability and strengthening the urban fabric”, and parking minimums should not continue to be in the Orange County codes. Having to go through the board to ask for parking reductions is still a significant barrier to more walkable/affordable housing we believe is unnecessary. We hope you will consider our demand and the benefits, and vote to end parking minimums in either the current codes or the newly planned Orange codes.

Sunrise Orlando Orlando Bike Coalition Orlando YIMBY Orlando DSA

We're asking the Orange County Board of Commissioners to either vote to remove **ARTICLE XI. - Sec. 38-1476. - Quantity of off-street parking.** from the current Orange County codes or to assure that if the new codes are implemented (Orange Code), that parking minimums are not included.

In the draft for the new codes (Orange Code) this is **3-6.1 Minimum Parking Requirements**

Table 3-6.1 Minimum Parking Requirements

Uses	T3	T4	T5	T6
Residential (Area A)	1.5 spaces / unit 1 space / adu	1 spaces / unit 0.5 spaces / adu	0.5 spaces / unit 0.6 spaces / adu	0.25 spaces / unit 0.25 spaces / adu
Residential (Area B)	2 spaces / unit 1 space / adu		1 space / unit 1 space / adu	
Lodging:				
Student & Boarding houses	0.5 spaces / bedroom		0.25 spaces / bedroom	
Hotels, Timeshares, Bed & Breakfast (Area A)	1 space / 1.5 rooms	0.5 spaces / room		0.25 spaces / room
Hotels, Timeshares, Bed & Breakfast (Area B)	1 space / 1.5 rooms + 1 space / 100 sf office			
Commercial:				
Food & Beverage (Area A)	not a permitted use	4 spaces / 1,000 sf		3 spaces / 1,000 sf
Food & Beverage (Area B)		6 spaces / 1,000 sf		
Office (Area A)	not a permitted use	3 spaces / 1,000 sf		2 spaces / 1,000 sf
Office (Area B)		4 spaces / 1,000 sf		
Place Of Assembly (Area A)	1 space / 4 fixed seats or patrons		1 space / 8 fixed seats or patrons	
Place Of Assembly (Area B)	1 space / 4 fixed seats or patrons			
All Other	not a permitted use	3 spaces / 1,000 sf		1 spaces / 1,000 sf
Institutional Education:				
College / University, Vocational	1 space / 200 sf of classroom and office area			No minimum required
All Other	1 space / staff at all school levels + 1 space for every 3 high school students; Campuses with assembly uses require parking to accommodate assembly standards, of which 80% can be shared with the education use.			
All Other	Area A: No minimum required; Area B: 4 spaces / 1,000 sf			

We also would like to acknowledge that eliminating parking minimums is an important step to reaching a better Orlando, but not the only step. We need investments in public transportation and pedestrian/bike infrastructure that we believe can come from the Tourist Development Tax. We hope to further continue engaging with the Orange County Board of Commissioners in order to further improve the county and city that we care deeply about.

3 Major Problems with Parking Minimums

Rachel Quednau · July 3, 2018

Parking minimums are the strange, out-dated, and totally unscientific law that's probably languishing in your city's zoning code. They sound dull (and they are) but they're incredibly important because they have dramatically shaped our cities in a detrimental manner.

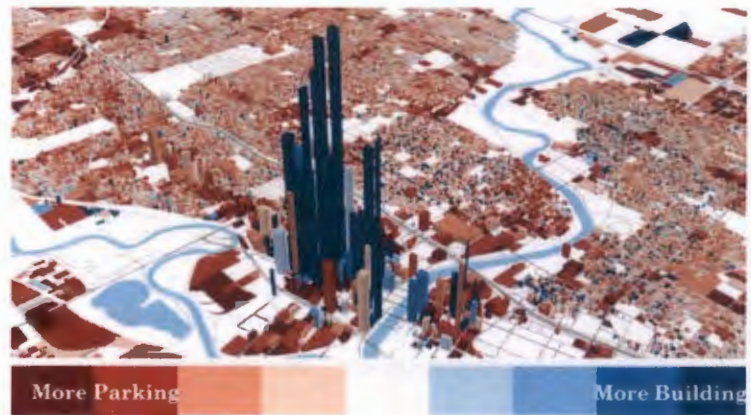
Today, I'm explaining exactly why these laws are harmful and what you can do about them.

1. They rob us of financial productivity and prosperity.

In most cities, municipal services — be they fire protection, schools or streets — are paid for (in part) by property tax revenue, and the amount that every property is taxed is based on its assessed value.

For parking lots, that value is very little. When we multiply this calculation across our cities where parking lots are required by law for most properties, what we find is an enormous loss in tax value. This translates to fewer police officers on the roads, fewer teachers in the classrooms, fewer potholes patched, street lamps fixed, parks planted... and so on.

As our friend Josh McCarty, who has studied the tax value of parking in depth, [writes](#), "Ultimately parking is the single most important design feature that dilutes the tax productivity of development. Municipalities for whom property taxes are lifeblood should treat parking for what it is: dead weight."



In this image showing the tax value per acre of land in Des Moines, IA, the taller plots produce high tax value per acre while the low-lying plots produce little tax value. We can clearly see that the areas filled with parking are contributing little to the municipal budget. (Source: Urban3)

2. They hinder small business owners, homeowners, developers and renters.

That's right, parking minimums are bad for just about everyone. Here's a quick break down:

- **Small business owners** are forced to spend their precious, hard-earned dollars paying for designated parking spaces for their customers instead of spending that money on supplies, space to sell products, etc. Or they're excluded outright from locating in certain areas because of a lack of parking.
- **Homeowners** are prevented from taking on basic projects like adding a small rental unit in a basement or backyard because parking minimums would mandate the provision of a parking space for the tenant of that unit (and the typical single-family lot doesn't have room to add that).

issue, listen to our [interview with developer Monte Anderson.](#))

- **Renters** end up losing many housing opportunities because spaces that could be filled with homes are, instead, filled with parking.

3. They fill our cities with empty, useless space.

This final point is made glaringly obvious on Strong Towns' annual [#BlackFridayParking Day](#) where we invite our readers to go out into their cities on one of the biggest shopping days of the year and take pictures of the parking lots around them. Every November, without fail, we see that even on this busy shopping day, [city after city is filled with empty, unused asphalt.](#)

Not only is this a waste of space that could be put to a thousand more productive uses, parking lots also create greater distance between the homes and businesses in our communities, making it take longer to get to them and forcing our cities to spend more on roads, traffic lights and other transportation infrastructure. What could be a simple walk between the grocery store and home is now a multi-mile drive — and parking minimums are one of the main culprits.

At the end of the day, cities full of parking are not attractive, inviting or enjoyable places to spend time in. Picture an exciting, fun destination you've traveled to. Maybe it's a cute beach town or a bustling metropolis. Was every building there separated by a sea of parking? I'm guessing not.

As architect Benjamin Ledford wrote last year, [with parking minimums, we have forbidden what we value most.](#) (See the image on the right.) Instead of family homes and thriving businesses, we have acres and acres of asphalt.

To sum up, parking minimums deplete our cities of tax revenue, hinder just about everyone who lives or does business in our communities and leave us with lots of empty, useless space.

If you've had enough of these silly, pointless requirements, check out our [5 Resources for Ending Parking Minimums](#) or visit our [Parking page](#) for lots more on this issue, including success stories and an interactive map of towns getting rid of minimums.



This is what one block of charming Old Town Pocatello, Idaho would look like if it had to follow modern day parking requirements. [See more examples here.](#)