

Project Charter – Old Town Keller | Public Parking



Business Challenge / Problem Statement

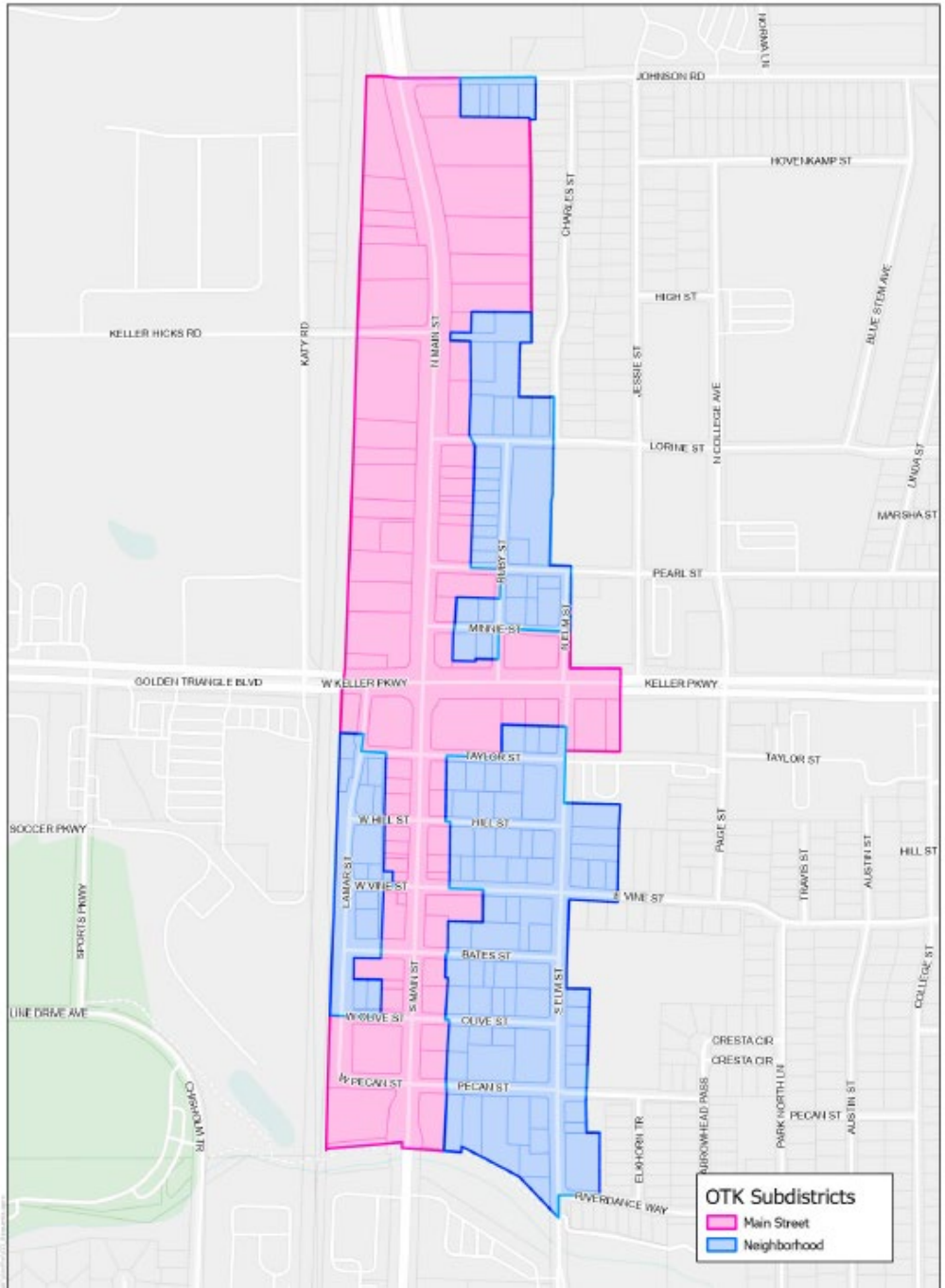
Old Town Keller (OTK) Phase II Area (East of Hwy. 377 and South of Keller Parkway) is in a “use” transition from that of residential to non-residential/mixed-use (office, retail and restaurants – with a **parking ratio of 1:235/square-foot**). This transition results in inadequate parking and often, when the commercial use is requested through the approval process, a variance must be approved.

Scope

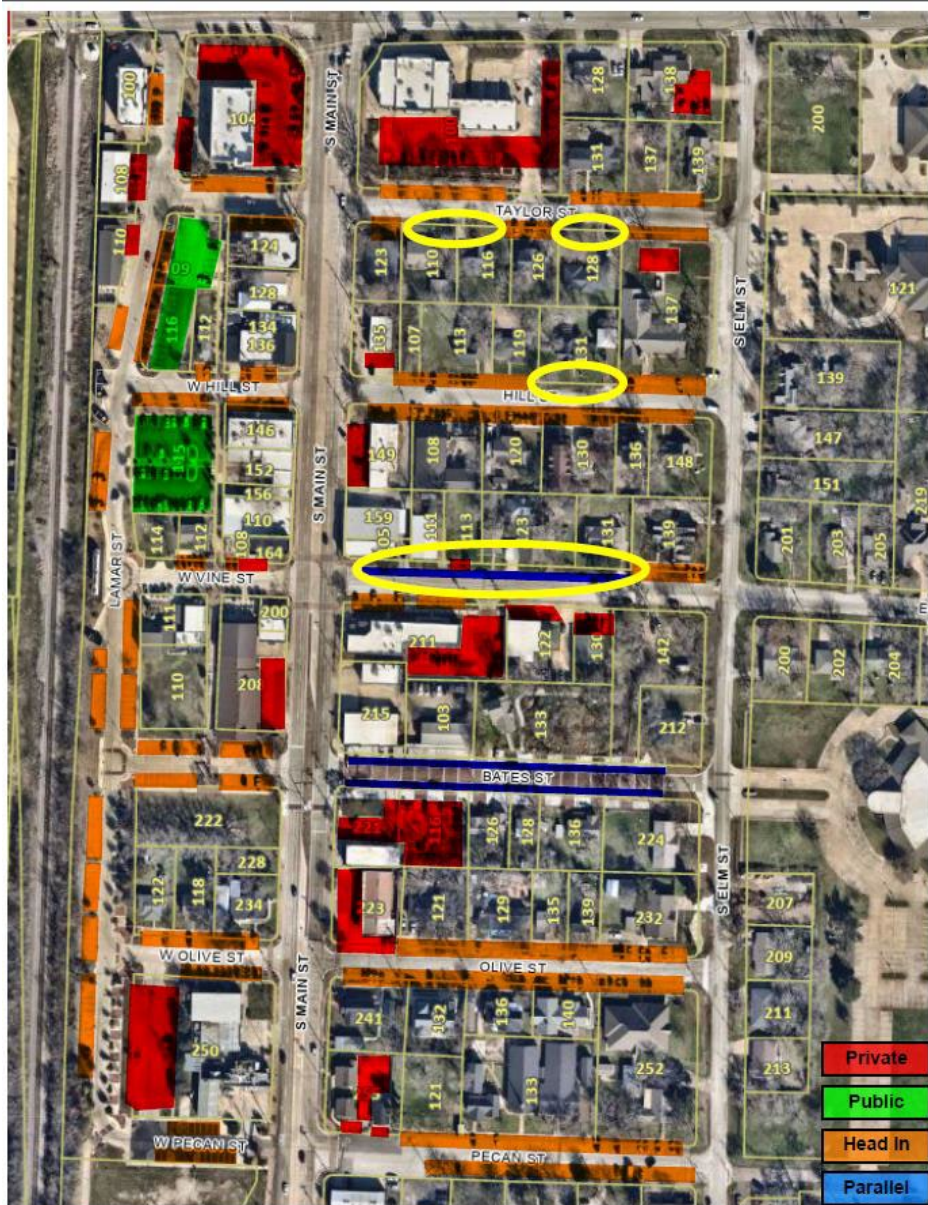
In scope: Current parking requirements for OTK as required by the existing Keller Unified Development Code (UDC)
Out of scope: Other UDC requirements for the redevelopment of OTK

Goals

For the near term, analyze the UDC to determine what, if any, steps can be taken to reduce the number of variances requested and improve the experience for the business applicant.



Project Charter – Old Town Keller | Public Parking | OTK Neighborhood Subdistrict

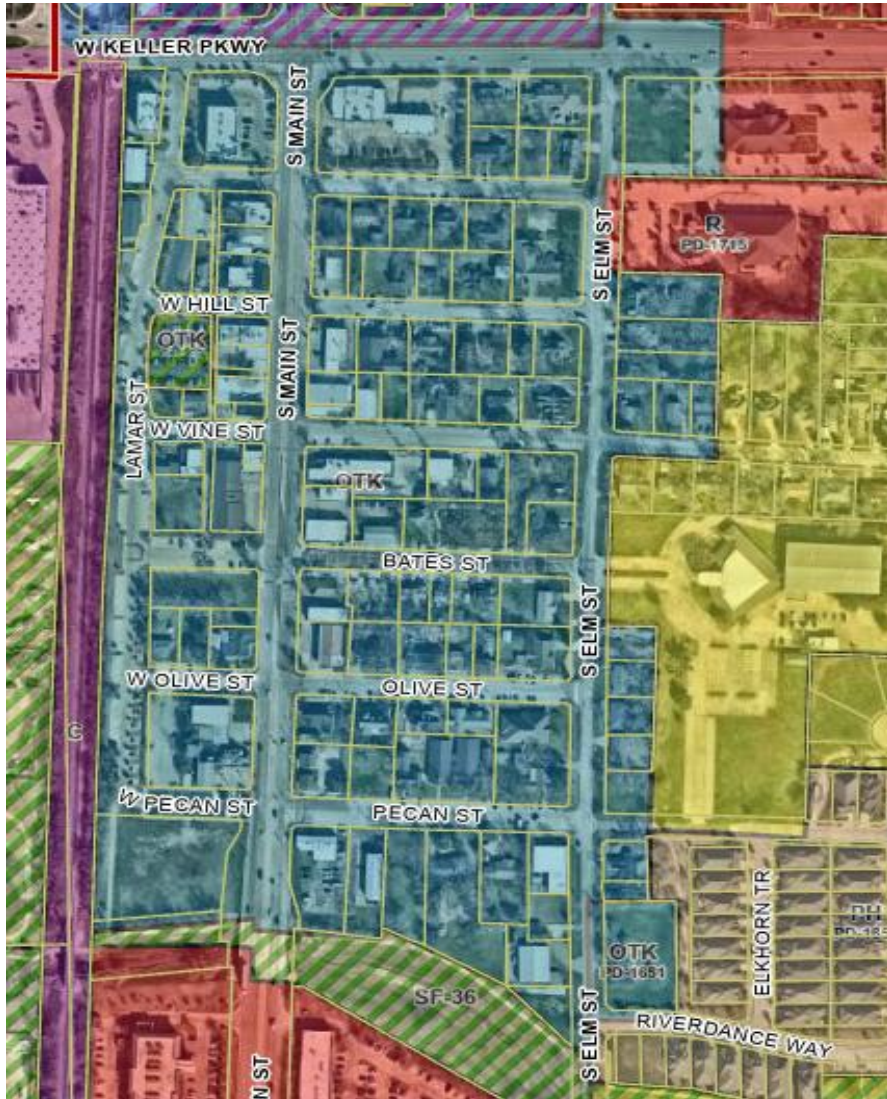


Section 8.19(7)(d) OTK Neighborhood Subdistrict Parking Requirements:

“As existing structures in the Neighborhood Subdistrict are redeveloped, the developer or property owner shall be responsible for constructing the ninety-degree (90°) head in parking within the right-of-way composed of either concrete or asphalt. The developer or property owner is also responsible for the construction of a concrete curb adjacent to the sidewalk and a concrete valley gutter between the street edge and the head-in parking space (see Figure 7 within this section for street cross-section). If head in parking does not provide an adequate number of parking for a particular use, parking may be added at the rear of the building if accessible, or the property owner may contribute funds for the construction of remote parking facilities. These requirements also apply to new developments.”

Only nine lots (South Elm Street not included) lack head-in, on-street parking.

Project Charter – Old Town Keller | Public Parking | OTK Main St. Subdistrict



Section 8.19(5)(f) OTK Main St. Subdistrict Parking Requirements:

“Parking areas situated in front of buildings in new developments in the Main Street Subdistrict are prohibited. In new developments, required parking shall be provided at the rear of buildings. Parking provided on the side of a building will be considered on a case-by-case basis and approved by the City Council as an element of a site plan application. The parking requirements of this Code shall be enforced in new developments to the greatest extent possible. Developers must share in the cost of remote parking lots if all required parking cannot be provided on site.”

Project Charter – Old Town Keller | Public Parking

BRAINSTORMING RECOMMENDATIONS

Neighborhood Subdistrict

Recommendation

1. Require installation of head-in parking if not already existing (eliminate all other parking requirements).
 - Applies to nine lots
2. Continue to encourage partnership policy for public, on-street parking.
3. Remove UDC language stating property owners may contribute funds for the construction of remote parking facilities.

Rationale

This option is basically what we (P&Z and CC) have been doing on a case-by-case basis.

Nonbinding language, but does call out the city's intent.

A parking fund has never been set up and a meaningful contribution would be a significant deterrent to new businesses.

Project Charter – Old Town Keller | Public Parking

BRAINSTORMING RECOMMENDATIONS

Main Street Subdistrict

Recommendation

1. Remove UDC language requiring developers to share in the cost of remote parking lots if all required parking cannot be provided on site.

Rationale

The parking fund has never been set up and a meaningful contribution would be a significant deterrent to new businesses.