

**REQUEST:**

Revising the parking and loading requirements of the Unified Land Development Regulations (ULDR) by amending the following sections:

Section 47-20.2. Table 1. Parking and Loading Zone Requirements, to revise parking calculations for specific uses;

Section 47-20.2.D. Multiple Uses, to add a provision to allow for a shared parking; and,

Section 47-20.3.G. Shared Parking, creating a new section that would allow for shared use parking for development sites with multiple tenants subject to specific criteria.

<b>Case Number</b>	10T12	
<b>Applicant</b>	City of Fort Lauderdale	
<b>ULDR Sections</b>	47-20 PARKING AND LOADING REQUIREMENTS	
<b>Notification Requirements</b>	Newspaper notice 10 days prior to meeting date.	
<b>Action Required</b>	Recommend Approval or Denial of the proposal to the City Commission.	
<b>Written By</b>	Anthony Fajardo, Acting Zoning Administrator	
<b>From</b>	Diana Alarcon, Transportation and Mobility Department Director	

**BACKGROUND/DESCRIPTION:**

DEFERRAL HISTORY

On April 18, 2012, the Planning and Zoning Board (PZB) was presented with recommended draft ordinance revisions to the Unified Land Development Regulations (ULDR) regarding parking.

These proposed revisions included recommendations from the Barrier Island Parking Study as well as recommended amendments to the current parking calculations citywide based on a comparison between the City of Fort Lauderdale and comparable Cities of similar size and conditions.

At this meeting members of the community expressed concerns with the proposed draft ordinance in relation to the citywide recommendations and requested that the proposed amendments be deferred at least 60-days to allow for public outreach.

The PZB voted to defer those sections of the proposed draft ordinance that deals with the citywide recommendations for a period of 60-days to the June 19, 2012 PZB meeting.

CITYWIDE PARKING RECOMMENDATIONS

In May of 2010, the City Commission approved a contract with Rich & Associates, Inc., Parking Consultants – Planners, for the Barrier Island Parking Study (the study) to undertake a comprehensive analysis of the parking needs on the Barrier Island of Fort Lauderdale through the Transportation & Mobility Department (formally Parking and Fleet Services) of the City of Fort Lauderdale.

As part of the study, the City of Fort Lauderdale's parking requirements, as provided for in the ULDR, were compared to other municipalities of similar size and with similar land use and zoning. As indicated on **pages 3-14, 4-18, and 5-20** as well as **Appendix D** of the Study (consolidated and attached as **Exhibit 1**), the comparison of the current ULDR parking rates with comparable municipalities exceeded the highest values observed in most cases.

These recommended parking revisions are based on a methodology utilized by the consultant to determine the parking rates that would be appropriate for the City of Fort Lauderdale. Please see the consultant's methodology attached as **Exhibit 2**.

Restaurant Use Parking Revision

The study gives an overall recommendation regarding parking calculation rates for restaurant uses that could apply citywide. The study found that when compared to comparable municipalities and based on the consultant's previous experience from past studies that were specific to restaurants, the City of Fort Lauderdale's current requirements are excessive. In addition, the development community has informed staff on multiple occasions that this is the case, especially for those restaurants with over 4,000 square feet of gross floor area and that the current rates are prohibiting attracting restaurants of that size and/or are causing the construction of parking facilities over and above the actual generation rates resulting in a sea of unused parking.

The consultant has made the following recommendations for a restaurant use:

Restaurant with or without drive-thru, less than or equal to 4,000 sf	<u>9.62/1,000 sf gfa</u> <del>1/100 sf gfa; including outdoor dining area on the site</del>
Restaurant with or without drive-thru greater than 4,000 sf	<u>9.62/1,000 sf gfa</u> <del>1/30 sf of customer service area including outdoor dining area on the site + 1/250 sf gfa</del> <del>Customer service area, see Section 47-2 and Sec. 47-20.2.B.</del>

The following is a comparison example of current parking requirements and what would be required under the proposed revision for a restaurant greater than 4,000 square feet in size. In this example the total building square footage is 8,655 square feet, indoor customer services area is 2,334 square feet, and outdoor customer services area is 1,510 square feet. Under current code regulations 160 parking spaces would be required, while the proposed revision would require 89 parking spaces.

CURRENT REQUIREMENT:

Total Building sf =	8,655 sf
Indoor CSA =	2,334 sf (part of the total building sf)
<u>Outdoor CSA =</u>	<u>1,510 sf</u>
Total CSA =	3,844 sf

Calculation:

Total Building sf=	1/250 square feet of gross floor area
CSA sf =	1/30 square feet of gross floor area
8,655/250 =	35
<u>3,844/30 =</u>	<u>128</u>
Total Requirement	160 parking spaces

PROPOSED REQUIREMENT:

Total Building sf =	8,655 sf
<u>Outdoor CSA =</u>	<u>1,510 sf</u>
Total sf =	10,165 sf

Calculation:

Total sf =	9.62/1,000
(10,165 X 9.62)/1,000 =	98 parking spaces

It is important to note two aspects of the ULDR when examining the current and the proposed requirements. First, for all parking calculations that result in a fraction of 0.5 or more the number is rounded up to the nearest whole number. Second, in the current calculations the existing code language requires that the gross square footage of the building be accounted for at a rate of 1/250 and that the customer service area be accounted for at a rate of 1/30. This results in a situation where floor area for customer service is counted twice at both rates. This aspect of the current parking calculations only occurs for restaurants greater than 4,000 square feet in size. The proposed calculation does not calculate any space within a proposed restaurant twice and does not make a distinction between restaurant space under or over 4,000 square feet.

For more information, please see **page 7-5** of the Study attached as **Exhibit 3** and **page 7** of the draft ordinance attached as **Exhibit 4**.

Based on the recommendations of the consultant the following revised parking calculations are proposed:

USE	CURRENT CALCULATION	PROPOSED CALCULATION
Retail	1/250 sf gfa	3.52/1000 sf gfa
Professional Office	1/250 sf gfa	3.05/1000 sf gfa
Bar, cocktail lounge, nightclub (<4,000 sf)	1/65 sf gfa	9.67/1000 sf gfa
Bar, cocktail lounge, nightclub (>4,000 sf)	1/50 sf gfa	
Restaurant with or without drive-thru, less than or equal to 4,000 sf	1/100 sf gfa; including outdoor dining area on the site	9.62/1,000 sf gfa
Restaurant with or without drive-thru greater than 4,000 sf	1/30 sf of customer service area including outdoor dining area on the site + 1/250 sf gfa Customer service area, see Section 47-2 and Sec. 47-20.2.B.	

NOTE: sf = square feet / gfa = gross floor area

The above proposed revisions to the existing parking calculations are based on comparative analysis made in the study by removing those factors associated with the unique characteristics of the Central Beach and using the averaged comparative analysis of the comparable municipalities listed in the study and the City of Fort Lauderdale's current ULDR parking requirements.

For more information please see the revised parking and loading requirements table of the draft ordinance (attached as **Exhibit 4**).

To view the comparable municipalities analyzed by the consultant please see **Exhibit 5**.

For a comparison of the proposed parking requirements with the current ULDR requirements and various examples of the proposed parking calculations as compared to the current calculations, please see **Exhibit 6**.

Shared Use Parking Provision

Shared use parking is a recognized industry practice common among other municipalities that provides for the shared use of a parking space by two or more individual land uses which can occur without conflict or encroachment into an existing parking supply.

As indicated in the Urban Land Institute Shared Parking second edition:

“the concept of shared parking has become well established as an important element of mixed-use developments”.

“Parking is a key element of any development plan. Parking can consume 50 percent or more of the building and land area of a development. An oversupply of parking can result in excess storm drainage impacts and unnecessarily high expenses. Insufficient parking can result in the

intrusion of parking into neighborhoods or adjoining properties, excessive vehicular circulations, and unhappy user. Ultimately, great parking alone won't make a mixed-use project successful; however, inadequate or poorly designed parking can limit its potential success."

"The key goal of shared parking analysis, then, is to find the balance between providing adequate parking to support a development from a commercial viewpoint and minimizing the negative aspects of excessive land area or resources devoted to parking."

Urban Design & Planning, Engineering, and Transportation & Mobility staff have examined this method for permitting parking in other parts of the City and has determined that this technique for calculating parking demands can be utilized throughout the City subject to specific criteria for approval.

Staff recommends specific language regarding shared use parking that would include a study addressing the following:

1. Establish the uses that will utilize the shared parking spaces;
2. Establish the different times of day, week, month or year that the uses will share the parking spaces;
3. All information shall be based on the Urban Land Institutes (ULI) methodology for determining the shared parking;
4. Address the size and type of activities and composition of tenants, rates of turnover for the shared uses and the anticipated peak parking and traffic demands;
5. Not allow a reduction in handicapped parking requirements; and,
6. Require approval by the City Engineer prior to submittal subject to feasibility and observations of the proposed shared uses.

Staff recognizes that the practice of utilizing shared use parking can be beneficial in determining the actual parking demands of multiple uses that share parking facilities and can help to mitigate instances of over parking of development sites throughout the City.

For more information please see **page 8** of the draft ordinance attached as **Exhibit 4**.

#### **PUBLIC OPEN HOUSE/OUTREACH:**

At the April 18, 2012 Planning and Zoning Board (PZB) meeting, the PZB voted to defer the citywide recommendations for sixty (60) days to allow for additional public outreach to occur. On May 22, 2012, staff held an open house to get input from the public (residents and development community) on the proposed parking revisions. The following are the general comments received at this open house:

- 1: The methodology needs to be looked at carefully to ensure that it is appropriate to the City of Fort Lauderdale;
- 2: A citywide parking reduction may not be appropriate for all areas of the city. The unique characteristics of individual areas of the city should be examined and taken into consideration when determining appropriate amendments to parking requirements;
- 3: Additional outreach should be done to inform the public of the impacts of the proposed amendments;
- 4: Shared use parking seems to make sense and should move forward, however the remainder of the proposed parking amendments should not move forward at this time;
- 5: The ULI (Urban Land Institute) and ITE (Institute of Transportation Engineers) manuals should be utilized to determine proposed amendments to the current parking requirements; and,
- 6: Expanding the reduced requirements for RAC zoning districts should be taken into consideration.

**COMPREHENSIVE PLAN CONSISTENCY:**

The proposed revision is consistent with the following objective and policy of the City's Comprehensive Plan:

**OBJECTIVE 1.1: CONCURRENCY MANAGEMENT**

**POLICY 1.1.4:** Through the development review process, ensure safe and convenient on-site vehicular movement, off-street parking, pedestrian safety measures and adequate access for service and emergency vehicles are provided. Such improvements shall not impede flow on adjacent rights-of-way.

**STAFF RECOMMENDATION:**

Should the Planning and Zoning Board determine that the item should be deferred to a later date to allow for additional public outreach as indicated in the public comments or, that based on the information provided, there should be additional analysis if the proposed amendments, staff recommendations that the provision for shared use parking move forward at this time and separated from the remainder of the citywide parking recommendations.

Shared Use Parking – This method for addressing uses that share parking facilities yet have different peak hour parking demands has been utilized in other Florida municipalities and is a generally accepted practice in the industry. The City of Fort Lauderdale would benefit from this provision being added to the ULDR by allowing for accepted practices for shared use to be approved subject to the Urban Land Institute manual and through concepts that have been developed since the early 1980s, subject to a positive recommendation by the City Engineer prior to submittal to the Development Review Committee (site plan level II) for review and approval.

For more information on the Shared Use Parking provision please see **page 8** of **Exhibit 4**.

**PLANNING & ZONING BOARD REVIEW OPTIONS:**

The Planning and Zoning Board acting as the local planning agency shall determine whether the proposed change is consistent with the City of Fort Lauderdale's Comprehensive Plan and whether the Planning and Zoning Board recommends approval of the proposed amendments to the City Commission.



### Summary – Parking requirements using comparative jurisdictions requirements

- Total calculated parking requirements (4,498) exceeds the highest values observed during the counts which occurred (coincident with the Saturday date when 2,935 spaces were occupied).
- Using the reduced requirements from other jurisdictions resulting in a need for 2,195 spaces by the various (non-hotel) businesses in the study area. These business or private entities have only provided about 1,103 spaces.
- The 4,435 parking spaces provided by the hotels in aggregate exceeds the required total of 2,303 spaces needed as determined using the alternative jurisdictions requirements for hotel room (0.67 per room or 1,790 spaces) and five space per one-thousand square feet of meeting room space for 513 spaces.

### **Alternative 3 - Parking Demand related to observed utilization**

Any frequent visitor or employee working along the beach will see that the amount of parking used in various parking lots will change throughout the day as the demand for parking ebbs and flows. At some point during the day, the maximum number of parking spaces occupied will occur. However, this overall period of maximum parking utilization will not necessarily coincide with the period of peak parking needs using the parking generation rates for each of the individual land uses. In most cases, parking needs calculated using parking generation rates from either the City of Fort Lauderdale ULDR or the minimum code as found at several comparative jurisdictions suffer from the following deficiencies:

1. They do not recognize that different uses have different periods of the day that they experience their greatest parking need. For example, typical code requirements assume that the number of parking spaces required by restaurants is the same at 7:00 am as at 7:00 pm.
2. They do not recognize that with parking properly provided, patrons can park once and visit multiple destinations without having to move their vehicle
3. With much of the focus on tourists and out-of-town visitors, the ULDR parking generation rates which are at the high end compared to other jurisdictions apparently do not recognize the proximity of the Fort Lauderdale airport to the Central Beach area which can reduce the parking requirements
4. They do not recognize that at least for publically available parking differential peak parking times for different land uses can utilize the same parking space. This is called shared use.





Comparing the parking requirements as specified using the various minimum parking generation rates from alternative jurisdictions show a significant reduction of about 2,300 spaces in the total parking needs compared to the requirements using existing ULDR requirements. Nonetheless, the values are still higher than the observed utilization during the turnover and occupancy study. Although, the total number of parking spaces required using the minimum parking generation rates from the alternative jurisdictions are closer to the adjusted parking occupancy results shown by the occupancy analysis in January, they still exceed the observed needs by about 1,500 spaces.

Therefore, Rich and Associates carried this process one step further. This was accomplished by:

- Excluding the beachgoer parking demand
- Factoring the parking demand for shared use which assumes that the same parking spaces will be used by different land uses that have differing times when their peak need occurs. An example of this is an office land use and a restaurant or bar that peaks in the evening.

Data from the occupancy study provides important information for relating the parking needs to actually observed conditions. In the case of Fort Lauderdale, weather plays a critical role in the utilization of various parking areas since under less favorable weather, fewer people would be expected to come to the beach area where they may walk along the beach and subsequently visit shops, restaurants and bars. While the Thursday weather was generally acceptable, weather on the Saturday survey date was generally cool and cloudy which appeared to severely limit the amount of beach traffic. Therefore, Rich and Associates have **assumed** occupancy rates for both days about 15 percent higher than the observed values. It is to these adjusted occupancy rates that the parking demand has been calculated.

As **Figure 3C** on the following page demonstrates, Rich and Associates varied the parking generation rates for each land use and the calculated parking demand and compared the total parking demand of all the land uses to the observed parking occupancies (with adjustments). In effect, we adjusted the parking generation rate and the resulting parking demand for each land use to correlate to the adjusted (by 15 percent) observed parking utilization and assumptions on whether a land use would be expected to be increasing, decreasing or remaining the same throughout the day.

For example, the parking demand associated with restaurant use would be expected to be relatively low early in the day but increasing around the meal times and as such there may have to be a corresponding reduction in another category to remain consistent with the observed conditions. Under such a model, the parking generation factors consistent with





the peak hour observations can be quantified as well as what the maximum requirements may have been found for a specific land use category.

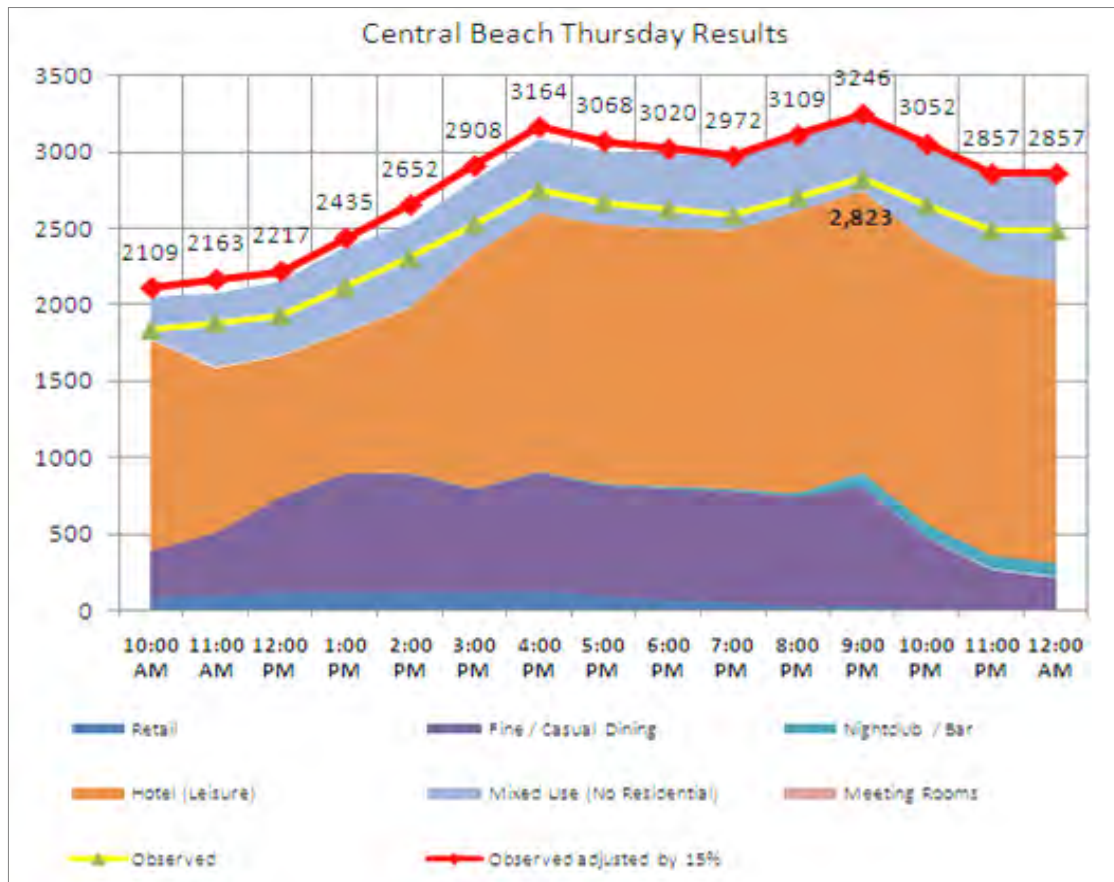


Figure 3C

The figure above demonstrates the observed occupancy by time of day as well as how this was adjusted to account for the potential of reduced parking demand due to less than ideal weather conditions. The higher expected occupancy values are what the calculated parking requirements for each land use have been factored to. Once the peak hour is qualified, the peak hour parking generation factors can be derived. At the peak hour (9:00 pm) when 2,823 occupied spaces were observed, the adjusted rate is 3,246 spaces. The various land use categories appear to have the requirements shown by the peak hour column in the table below which equates to 3,274 spaces or very close to the adjusted observed peak.







**Alternative 2 – Parking Requirements using Comparative Jurisdictions Codes**

As part of the data collection process, Rich and Associates reviewed the parking requirements for the various comparable land uses in Fort Lauderdale as required by comparable jurisdictions. The resulting analysis showed considerable variation between the minimum and maximum requirements for these uses and where the requirements for the City of Fort Lauderdale fell. (See **Appendix D** for the analysis of the various jurisdictions investigated and these other uses and demonstration of how the City of Fort Lauderdale compared)

**Table 4-9** below demonstrates the calculated parking requirements using the minimum requirements as collected from several alternative jurisdictions.

**Table 4-9  
Parking Demand Based on Other Jurisdictions Parking Requirements**

Land Use	Square Footage	Other Jurisdictions	
		Min Code	Spaces Required
Retail	30,924	2.00	62
Restaurant	20,778	6.67	139
Bar/Nightclub	5,273	6.67	35
Personal Service	11,471	2.50	29
Special Use	1,181	1.60	2
<b>Total (without Hotel)</b>	<b>69,627</b>		<b>267</b>
Hotel ( <i>per room</i> )	240	0.67	161
<b>Total Spaces Required</b>			<b>428</b>

**Summary – Parking Demand Based on Other Jurisdictions Parking Requirements**

Application of parking requirements from alternative jurisdictions results in a total of 267 parking spaces required before inclusion of the B-Ocean Hotel. Factoring for the minimum requirement for hotels from these other jurisdictions for parking spaces required adds 161 spaces. Even if allowance is made for weather conditions on the Saturday survey date, the code requirements from other jurisdictions appear to be excessive. However, the 428 spaces required using this approach is still lower than the number of parking spaces required using the ULDR (701 spaces).





### **Alternative 3 - Parking Demand Related to Actual Observed Utilization**

One critical element for the assessment is the determination of the parking demand and parking surplus or deficits for the Sunrise Lane Commercial Area using the actual observed parking utilization. In order to accurately assess whether the existing ULDR requirements are appropriate, Rich and Associates used the following elements in the analysis:

- The turnover and occupancy study that was conducted for the Sunrise Lane Commercial Area. The results of this analysis showed the actual occupancy of parking at several distinct points throughout a Thursday (weekday) and Saturday (weekend) during the peak season
- Comparison of the parking requirements as required using the Fort Lauderdale ULDR requirements and the requirements as detailed for these same uses in corresponding jurisdictions

With the data regarding parking capacity and land use square footage in hand together with the parking occupancy results, the next step in the process is to assess the appropriate number of parking spaces that should be provided for the various land uses within the Sunrise Lane Commercial Area. As the data above suggests, the existing ULDR requirements *appear* to be excessive.

For the reasons noted above, Rich and Associates have investigated alternative parking generation rates to help the City determine what, if any, adjustments may be appropriate to the existing ULDR. One of these alternatives as just discussed was the analysis using the requirements from alternative corresponding jurisdictions. With peak observed parking achieving only about 160± spaces, the requirements using the alternative jurisdictions showed that 428 spaces would be needed suggesting that even these requirements may be too high. Parking operates in many downtowns using shared use and this was the next level of analysis.

### **Parking with Shared Use**

In actual practice, the total parking demand for the area is comprised of differing proportions of parkers to the various types of land use. The amount of parking needed by any particular land use is likely to change throughout the day. For example, during lunch and dinner times, the proportion of parking needed by patrons to restaurants is likely to be a greater ratio of the total parking demand than outside these hours. Similarly, later in the evening, bar and restaurant use combined is likely to require a greater proportion of the parking compared to retail or other uses. Neither the City's ULDR requirements nor the requirements from alternative jurisdictions appear to recognize this fact.





**Alternative 2 – Parking Requirements Using Comparative Jurisdictions Codes**

In order to evaluate what level of parking requirements may be appropriate for the North Beach Commercial Area, Rich and Associates reviewed the parking requirements for the various comparable land uses in Fort Lauderdale as required by comparable jurisdictions. (See **Appendix D** for the analysis of the various jurisdictions investigated and these other uses and demonstration of how the City of Fort Lauderdale compared)



Using these minimum parking generation rates the amount of parking required using each different series of values is then compared to the available existing parking supply and the actually observed needs as shown by the occupancy study.

**Table 5-8** below applies the minimum requirements as determined from several alternative jurisdictions.

**Table 5-8  
Parking Requirements Based on Other Jurisdictions Minimum Values**

Land Use	Square Footage	Other Jurisdictions	
		Minimum Code (spaces / 1,000 gsf)	Spaces Required
Retail	52,178	2.00	104
Mixed Use	1,381	<b>4.00</b>	6
Office	29,773	2.00	60
Medical Office	15,856	2.00	32
Professional Office	3,697	2.00	7
Restaurant	26,008	6.67	173
Takeout	1,142	<b>2.00</b>	2
Financial	8,827	2.00	18
Bar/Nightclub	10,434	6.67	70
Personal Service	30,855	2.50	77
Special Use	28,200	1.60	45
<b>Total Spaces Required</b>			<b>594</b>





Using the minimum code requirements from alternative jurisdictions the calculated parking need is 594± which is about 360± spaces less than the 954 spaces needed based on using the City’s requirements per the ULDR. The 594 spaces needed using this method is less than the 692 parking spaces being provided in the North Beach Commercial Area but still exceeds the peak occupancy determined from the observations which peaked at 322± spaces on the Thursday survey date during the afternoon hours.

**Alternative 3 - Parking Demand Related to Actual Observed Utilization**

In any city parking environment, the actual parking utilization will actually fluctuate throughout the day. This is because the parking demand consists of varying proportions of staff and patrons coming to the diversified uses within a defined study area at different times of the day. For example, during lunch and dinner times, a greater proportion of the parking demand is likely to be due to patrons visiting area restaurants while earlier in the day and outside these periods the parking demand will be people visiting other destinations for shopping or other personal business.

In the evening, when restaurants and bars may experience a peak parking need, parking spaces needed by restaurant and bar patrons may be spaces previously occupied by staff and patrons of other businesses that by this time have closed for the day and are these spaces are now available. This is the concept of “shared use”. The shared use concept is more likely to happen when there the parking supply publicly available to users is greater than 50 percent as it is in the North Beach Commercial Area.

When too much of the parking is privately controlled, private business owners may not allow their parking areas to be used by others, even though they may have closed for the day. This restricts the ability to use shared parking and increases the number of parking spaces that need to be provided.

**Figure 5E** on the following page demonstrates the concept of shared use where the parking needs of the various uses were adjusted to coincide with the observed parking utilization for the Commercial Area for the Thursday survey date.





## **Appendix D – Comparable Jurisdictions Parking Requirements**

Zoning Comparison Comparable Jurisdictions  
Parking Space Code Requirements Comparison  
Parking Space Code Requirements Comparison

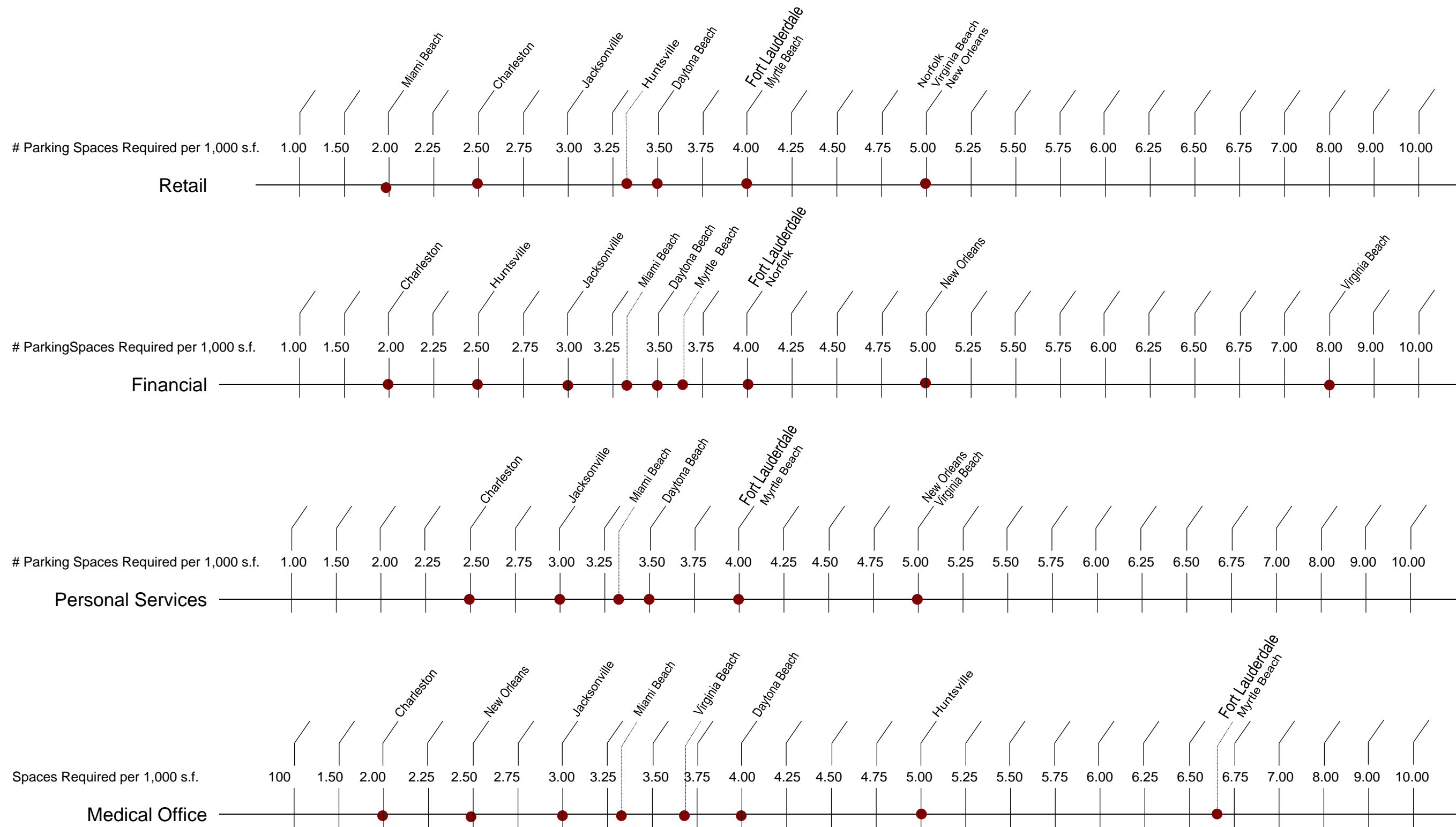




Zoning Comparison Comparable Jurisdiction

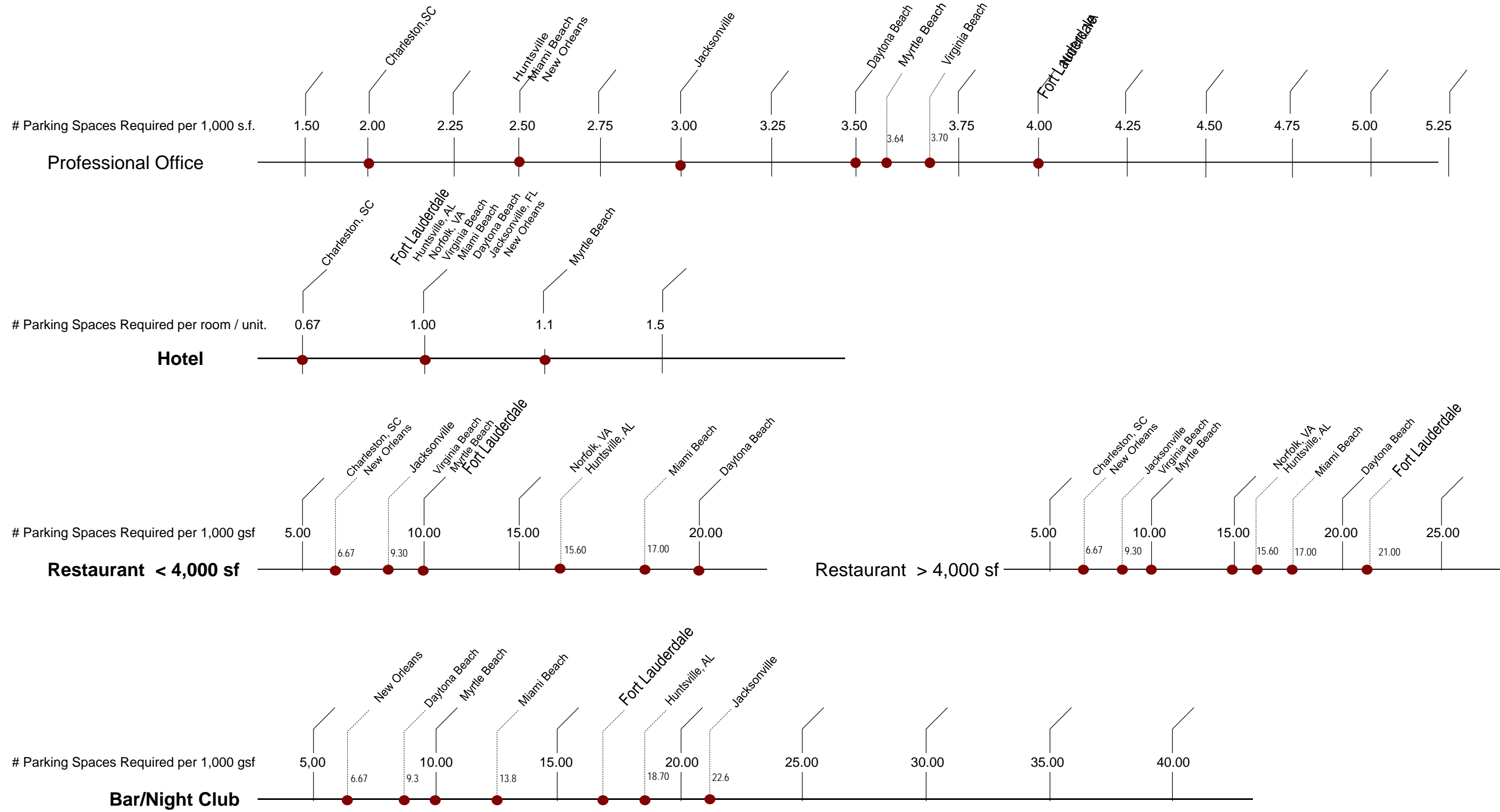
Fort Lauderdale 185,804			Huntsville, AL 179,653		Norfolk, VA 242,803		Virginia Beach, VA 433,575		Miami Beach, FL 88,065		Daytona Beach, FL 68,128		Jacksonville, FL 794,555		Charleston, SC 107,845		New Orleans, LA 223,388		Myrtle Beach	
City Classification	Code Requirement	Space / 1,000 gsf	Code Requirement	Space / 1,000 gsf	Code Requirement	Space / 1,000 gsf	Code Requirement	Space / 1,000 gsf	Code Requirement	Space / 1,000 gsf	Code Requirement	Space / 1,000 gsf	Code Requirement	Space / 1,000 gsf	Code Requirement	Space / 1,000 gsf	Code Requirement	Space / 1,000 gsf	Code Requirement	Space / 1,000 gsf
Retail Sales / Service	1 / 250 gfa	4.00	1 / 300 sf	3.33	5 spaces / 1000 sf gfa	5.00	1 / 200 sf fa	5.00	1 / 500 sf	2.00	3.5 / 1000 sf gfa	3.50	3 / 1000 sf gfa	3.00	1 / 400 sf gfa	2.50	1 / 200 sf	5.00	1 / 250 sf	4.00
Financial Institution including drive thru banks	1 / 250 gfa	4.00	2.5 / 1000 sf fa	2.50	4 spaces / 1000 sf	4.00	1 space / 125 sf fa	8.00	1 space / 300 sf fa	3.33	3.5 / 1000 sf gfa	3.50	3 / 1000 sf gfa	3.00	1 / 500 sf	2.00	1 / 200 sf	5.00	1 / 275 sf gfa	3.64
Bar/cocktail lounge/nightclub	1 / 65 gfa <=4,000 gfa, 1/50 if >=4001 gfa	15.38 to 20.00	Parking spaces equal in number to 60% of seating capacity	18.70	NA	NA	NA	NA	1 / 4 seats + 1 / 60 sf not utilized for seating	13.8	1 / 50 sf customer service area	9.3	<= 14,999 GFA GFA * .0904 * .25	22.6	NA	NA	1 / 150 sf	6.67	1 / 100 sf gfa	10.00
Hair Salon	1 / 250 gfa	4.00	3 / Station		NA	NA	1 space / 200 sf fa	5.00	1 / 300 sf	3.33	3.5 / 1000 sf gfa	3.50	3 / 1000 sf gfa	3.00	1 / 400 sf gfa	2.50	1 / 200 sf	5.00	1 / 250 sf	4.00
Nail Salon	1 / 250 gfa	4.00	3 / Station		NA	NA	1 space / 200 sf fa	5.00	1 / 300 sf	3.33	3.5 / 1000 sf gfa	3.50	3 / 1000 sf gfa	3.00	1 / 400 sf gfa	2.50	1 / 200 sf	5.00	1 / 250 sf	4.00
Restaurant with or without drive through <= 4,000 sf	1/100 sf gfa including outdoor dining area	10.00	Parking spaces equal in number to 50% of seating capacity	15.60	1 space / 4 seats	17.00	1/100 sf fa + 1 / 100 decks patios etc	10.00	1 space / 4 seats	17.00	1 / 50 sf customer service area	20.00	1 space for each four seats + 1 for each 2 employees	9.30	1 / 150 sf inside patron use & 1 / 200 sf outside seating if available	6.67	1 / 150 sf	6.67	1 / 100 sf gfa	10.00
Restaurant with or without drive through >= 4,000 sf	1 / 30 sf of customer area including outdoor dining area + 1 / 250 sf gfa (see calc sheet)	21.00	Parking spaces equal in number to 50% of seating capacity	15.60	1 space / 4 seats	17.00	1/100 sf fa + 1 / 100 decks patios etc	10.00	1 space / 4 seats + requirement for alcoholic beverage est	17.00	1 / 50 sf customer service area	20.00	1 space for each four seats + 1 for each 2 employees	9.30	1 / 150 sf inside patron use & 1 / 200 sf outside seating if available	6.67	1 / 150 sf	6.67	1 / 100 sf gfa	10.00
Medical office (doctor, dentist, clinic)	1 / 150 sf gfa	6.67	1 / 200 sf	5.00	4 spaces / practitioner + 1 per employee		1 / 270 sf fa	3.70	1 / 300 sf	3.33	4 / 1000 sf	4.00	3 / 1000 sf gfa	3.00	1 / 500 sf	2.00	1 / 400 sf gfa	2.50	1 / 150 sf gfa	6.67
Professional Office	1 / 250 sf gfa	4.00	1 / 400 sf	2.50	4 spaces / 1000 sf gfa	4.00	1 / 270 sf fa	3.70	1 / 400 sf	2.5	3.5 / 1000 sf gfa	3.50	3 / 1000 sf gfa	3.00	1 / 500 sf	2.00	1 / 400 sf gfa	2.50	1 / 275 sf gfa	3.64
Automotive service station, marine service station, minor and major repair, with and without fuel	2 / repair bay + 1 per fuel island	?	1 / employee + 3 for each auto service bay		1 / employee + 3 for each auto service bay + 1 / 250 sf retail sales area		NA		NA		1 / 3 gas pumps + 3 for each auto service bay		2 spaces + 4 spaces / bay		1 per pump				NA	
Convenience Store	1/100 sf gfa	10.00	1 / 300 sf	3.33			NA		NA				NA		1 / 400 sf fa	2.5			1 / 200 sf	5.00
Combination of each use determined separately	varies by use	?			NA		NA		NA		Sum of Individual Uses		NA							
Hotel	1 / room	1.00	1 / room		1 / Lodging Unit + 1 / Employee		1 space per lodging unit		< 250 units, 1 space / unit. 250 - 499 units, 0.75 / unit		1 / guestroom + 1 / 15 guestroom		1 per room		2 per 3 sleeping units		1 / room	1.00	1.1 Spaces / Unit	
Ancillary Uses	Sum of Requirements of the various uses computed separately and off-street parking for one use shall not be considered as provided the off-street parking for any other use.		1 / 125 sf + 1 / room				Eating drinking accessory to a hotel 1 / 300 sf dining area Meeting rooms and convention halls accessory to a hotel at least one per 20 seating capacity	3.33	Retail 1/500 sf minus 7.5 sf / unit. Auditorium meeting etc 1/7 seats or 1/105 sf no seating minus 1 seat or 15 sf / unit. Restaurant 1 / 7 seats zba variance 10%		Per use in addition to guest room requirement		A hotel that has accessory uses (restaurants or meeting rooms) shall provide one space per room plus the spaces required for accessory uses such as restaurants and meeting rooms		NA		Parking requirements for permitted accessory retail and service areas with a hotel of 100 or more units reduced by: retail sales service 50 percent, restaurants 75 percent, ballrooms, meeting rooms 80 percent		1 / 350 sf gfa	2.86
Tattoo Artist	1 / 250 sf gfa	4.00	NA				NA		NA					NA					1 / 200 sf	5.00
Public Assembly Place	1 / 400 sf gfa	2.50	Neighborhood Clubhouse 1 / 500 sf	2.00	Community and Recreation Center 2 spaces / 1000 sf gfa	2.00	NA						1 / 200 sf gfa or 1 / 3 seats whichever greater	5					1 / 150 sf gfa	6.67

**Parking Space Code Requirement - Comparison**





Parking Space Code Requirement - Comparison





## **Additional text for pg 3-11 Alternate 2-parking Requirements Using Comparative Jurisdictions**

There were several sources for the analysis of the ULDR Requirements that was completed by Rich and Associates. These different sources included; review of ITE (Institute of Transportation Engineers) Parking Generation, 3<sup>rd</sup> Edition; the ULI (Urban Land Institute) Shared Parking second edition, benchmarking of other communities and their code requirements and finally a data base of communities that Rich and Associates has completed studies in the last 15 years, especially those in Florida.

The ITE Parking Generation manual gives parking generation rates (generally spaces per 1,000 square feet of space) for different land uses. The ULI Shared Use publication also provides parking generation rates as part of the analysis, but there the focus is on parking generation rates for developments with different land uses and how the demand for parking from various land uses has different use patterns that allow the same parking space to be allocated to different land uses depending on restrictions placed on the parking use.

In both of these publications, the parking generation rates were based on field studies of the specific land uses in different settings; urban and suburban. The difficulty in using these parking generations rates alone is that they do not reflect the unique nature of the different locations such as the amount of tourist and seasonal visitors a community gets, the level of transit availability and use and finally the overall economic activity of an area. That is why these two sources are used to review other methods of reviewing parking requirements.

Rich and Associates then looked at different jurisdictions' parking requirements based on their zoning ordinances. These communities were chosen based on their population, the level of tourist and seasonal visitors they receive and the economic activity of the area. *The purpose of looking at the benchmark communities was use the minimum parking generation rates from those communities and compare the number of parking spaces that would be required by this method using the different land uses in the Barrier Island and then compare this to the number of parking spaces required using the same land uses and the ULDR requirements.*

This analysis comparing the minimum requirements from our benchmark surveys and the ULDR showed that the ULDR parking requirements were substantially higher and resulted in the potential for requiring more parking than may actually be needed. Our analysis of the actually observed parking activity on the Barrier Island showed this to be the case as the parking requirements using both existing ULDR factors and the requirements based on these other jurisdictions showed the parking needs substantially higher than the parking activity observed at peak time. It was at this point that Rich and Associates then prepared recommendations for revised parking generation rates based on the following;

- *Parking generation rates for various land uses from the ULI and ITE publications referenced,*
- *Actual data collected by Rich and Associates in the Barrier Island including the results of the turnover and occupancy study which looked at parking use over a several day period and*

*surveys completed by businesses including hotels, and Barrier Island employees, visitors, customers and residents, and*

- *Rich and Associates database from other communities where we completed utilization studies and user surveys.*

Based on these sources we developed recommendations for changes to the ULDR for the different areas in Barrier Island. The benchmarking that was completed was only one source that we looked at when looking at the ULDR parking requirements. The benchmarking indicated that there appeared to be a significant difference between the other locations and the ULDR parking requirements.

As indentified, the benchmark results were higher than the unique conditions that were determined from field observations and surveys in the three areas of Barrier Island. The benchmark results may be appropriate to use when looking at the downtown or other areas of the City though.



For the Sunrise Lane Commercial Area, we propose the same calculation using 60 percent of the parking generation rate in Table 1 of the ULDR with the exception of bars and nightclubs which would be at 14.22 spaces per 1,000 gsf. Again, using 60 percent of the parking generation rate to calculate the parking requirements comes close to the values use in option 1 for this area.

Finally, for the North Beach Commercial Area we propose the using 80 percent of the parking generation rate in Table 1 of the ULDR with the exception of bars and nightclubs which would be at 14.22 spaces per 1,000 gsf. In general, using 80 percent of the parking generation rate to calculate the parking requirements comes close to the values use in option 1 for the North Beach Commercial area.

### **Other ULDR Issues**

#### **Locations of Parking Areas Under 47-20.4.B**

There are several provisions in the ULDR that and Rich and Associates believes need comment. First is the location of parking facilities covered in Section 47-20.4.B. We reviewed the maximum distance a parking facility can be from the nearest property line of the development. The ULDR requirements call for 700 feet measured along a safe pedestrian pathway. Based on studies in other communities, including resort areas, our findings are that customers and visitors are generally willing to walk between 450 and 500 feet and employees between 600 and 900 feet. Based on this fact, the 700 feet limit in the ULDR is reasonable.

Section 47-20.18 of the ULDR covers off-site parking agreements. Specifically, the code states that there be certain conditions met in order to use non-owned parking in meeting the parking requirements for the ULDR. This Section makes reference to Section 47-20.4.b with respect to the distance the parking area can be from the property. The same comments are appropriate here; the parking area should be no farther than 700 feet measured along a safe pedestrian pathway. All other requirements in Section 47-20.18 are consistent with best practice and are commonly found in codes in other communities.

#### **Parking for Restaurants**

The ULDR parking generation rates citywide appear to be excessive for restaurants with over 4,000 or more square feet. Based on ULI and ITE and Rich and Associates past studies specific to restaurants, we typically see parking generation rates of 15.5 to 17.5 spaces per 1,000 square feet. In general, the city may want to review the ULDR parking requirements citywide.



## DRAFT PARKING ORDINANCE RECOMMENDATIONS

Sec. 47-20.2. – Parking and loading zone requirements

TABLE 1. PARKING AND LOADING ZONE REQUIREMENTS

Use	Parking Space Requirement	Loading Zone Requirement
Adult bookstore, products, sales, entertainment establishments	See Sec. 15-154 of Volume I of the Code.	See Table 2.
Amphitheater, stadium	1/4 seats	NA
Aquarium	1/400 sf gfa	1 Type I loading zone
Art gallery, art studio	1/400 sf gfa	See Table 2.
Asphalt, paving and roofing material manufacture	1/800 sf gfa	See Table 2.
Automotive service station, marine service station, minor and major repair, with and without fuel	2/repair bay, for either, and where fuel is provided 1 per fuel island	1 Type I loading zone
Automotive rental	1/250 sf gfa	Vehicle storage area shall provide 1 Type II loading zone
Automotive, motorcycle, moped, recreational camper and trailers, truck, van, new and used	With 10,000 sf lot or less and building of less than 15,000 sf: 1/250 sf gfa of bldg. + 1/2,000 sf of outdoor display. With lot greater than 10,000 sf and bldg. greater than 15,000 sf: 1/500 sf gfa enclosed + 1/4,500 sf outdoor display. With service dept.: 2/service bay	Up to 50,000 sf of enclosed and outdoor display: 1 Type II loading zone. Greater than 50,000 sf of enclosed and outdoor display area: 2 Type II loading zones.
Aviation manufacturing, sales, repair and service in G-A-A zoning district	1/1,000 sf of enclosed floor area. In addition, 1 parking space per company vehicle must be provided. The provision for customer parking shall be the responsibility of the developer, but must be in addition to the required employee and company vehicle parking.	See Table 2.
Bakery store	1/250 sf gfa	See Table 2.
Bakery, wholesale	1/800 sf gfa	See Table 2.
Bar, cocktail lounge, nightclub	<u>9.67/1000 sf gfa including outdoor service area</u>  1/65 sf gfa if $\leq 4,000$ sf; 1/50 sf gfa if $\geq 4,001$ sf	See Table 2.
Bed and breakfast dwelling	1/sleeping room	NA
Billiard hall, bingo hall, video arcade	See Sec. 15-154 of Volume I of the Code.	NA

Boat, charter; fishing, sightseeing, dinner cruise	1/7 seats	NA
Bowling alley	2/alley	NA
Broadcast and production studio, motion picture, video, television, radio music recording studio	1/800 sf gfa	See Table 2.
Car wash, full serve automatic or hand wash with attendants	1/1000 sf gfa or covered wash area	NA
Catering service	1/250 sf gfa	See Table 2.
Check cashing store	1/250 sf gfa	See Table 2.
Child day care facility	1/325 sf	NA
Civic and private club (when a civic or private club sells liquor or food for consumption on the premises, such civic or private club shall be treated as a bar or restaurant, respectively, for parking purposes)	1/400 sf gfa or 1/120 sf of assembly area, whichever is greater	NA
College, university, trade/business school	1/150 sf gfa	NA
Communications equipment manufacture	1/800 sf gfa	See Table 2.
Commuter airport, bus, heliport, port, or rail transit terminal	1/200 sf gfa	NA
Computer, office equipment manufacture	1/800 sf gfa	See Table 2.
Computer/software store	1/250 sf gfa	See Table 2.
Contractors office	1/800 sf gfa	NA
Convenience store	<p>&lt;2,000 sf of gross floor area: 1 per 100 sf of gross floor area. If automotive fuel is sold, the parking requirement for automotive service stations shall also apply. Required automotive service station spaces located directly beside the automotive fuel pumps (not including required vehicular reservoir spaces) may be used to meet up to 20% of the convenience store parking requirement.</p> <p>≥2,000 sf of gross floor area: 1 per 150 sf of gross floor area. If automotive fuel is sold, the parking requirement for automotive service stations shall also apply. Required automotive service station spaces located directly beside the automobile fuel pumps (not including required vehicular reservoir spaces) may be used to meet up to</p>	<p>For a freestanding building 1 Type II loading zone is required; when located in a multi-tenant building—see Table 2 for loading zone requirement.</p> <p>Vehicular use areas shall be designed so that fuel tankers servicing the automotive service station do not obstruct ingress or egress to site and pedestrian ingress and egress to the kiosk, and do not make use of any portion of public right-</p>

	20% of the convenience store parking requirement.	of-way or swale.
Convenience store, multi-purpose	1 per 30 sf of customer service area, including any outdoor dining area on the site for food prepared on premises for consumption on or off premises plus 1 space per 150 square feet of gross floor area for all areas except the customer service area. Required automotive service station spaces located directly beside the automotive fuel pumps (not including required vehicular reservoir spaces) may be used to meet up to 20% of the convenience store parking requirement. If automotive fuel is sold, the parking requirement for automotive service stations shall also apply.	For a freestanding building 1 Type II loading zone is required; when located in a multi-tenant building—see Table 2 for loading zone requirement.  Vehicular use areas shall be designed so that fuel tankers servicing the automotive service station do not obstruct ingress or egress to site and pedestrian ingress and egress to the kiosk, and do not make use of any portion of public right-of-way or swale.
Convenience kiosk	If customers enter kiosk: 1 space per 250 square feet of gross floor area of kiosk. If customers cannot enter convenience kiosk: 1 space per 500 square feet of gross floor area of kiosk. For both cases: Required automotive service station spaces located directly beside the automotive fuel pumps (not including required vehicular reservoir spaces) may be used to meet up to 20% of the convenience store parking requirement. If automotive fuel is sold the parking requirement for automotive service stations shall also apply.	For a freestanding building 1 Type II loading zone is required; when located in a multi-tenant building—see Table 2 for loading zone requirement.  Vehicular use areas shall be designed so that fuel tankers servicing the automotive service station do not obstruct ingress or egress to site and pedestrian ingress and egress to the kiosk, and do not make use of any portion of public right-of-way or swale.
Copy center, quick printing	1/250 sf gfa	NA
Crematoria	See Funeral home.	NA
Dry cleaner, drop-off and retrieval	1/250 sf gfa	NA
Dry cleaning plant, no customer service	1/800 sf gfa	See Table 2.

Dry dock boat storage	0.2/dry storage space	NA
Duplex/townhouse/cluster with garage and driveway, attached housing, coach homes with individual garages	2/dwelling unit	NA
Duplex/townhouse/cluster, coach homes without garage, attached housing	2/dwelling unit + 0.25/dwelling unit guest parking	NA
Dwellings	See Duplex/townhouse/cluster, Multifamily/rowhouse, Mobile home park and Single family standard and zero-lot-line.	
Electrical, household goods, watch and jewelry repair shop	1/250 sf gfa	See Table 2.
Financial institution, including drive through banks	1/250 sf gfa	See Table 2.
Fire-rescue stations	2/bed	N/A
Flooring store	1/800 sf gfa	See Table 2.
Food and/or beverage drive-through to go only; no customer seating	1/250 sf gfa	See Table 2.
Funeral home	1/4 seats of assembly area	NA
Furniture store	1/800 sf gfa	See Table 2.
Golf course, golf range	4/hole for golf course; 2/tee for golf range	NA
Government administration and services (courts, police)	1/250 sf gfa	NA
Grocery/food store/candy, nuts store/fruit and produce store/supermarket	1/250 sf gfa	See Table 2.
Hair salon	1/250 sf gfa	
Hardware store	1/250 sf gfa	See Table 2.
Health and fitness center	1/200 sf gfa	See Table 2.
Home improvement center	1/400 sf gfa	See Table 2.
Hospital	2/bed, not including nursery beds	NA
Hotel	1/room	NA
Household appliance sales (washer, dryer, other large appliance)	1/800 sf gfa	See Table 2.
House of worship	1/4 seats	NA
Indoor firearms range	1/200 sf gfa	NA
Instruction, fine arts, sports recreation, dance, music, theater, self-defense	1/250 sf gfa	See Table 2.

Laundromat	1/250 sf gfa	NA
Library	1/400 sf gfa	NA
Lumberyard, sales	1/400 sf gfa	See Table 2.
Mail, postage, fax service	1/250 sf gfa	NA
Manufacturing, research and testing	1/800 sf gfa	See Table 2.
Manufacturing in the AIP zoning district	1/600 sf of manufacturing floor area; 1/800 for nonmanufacturing floor area; 1 space for each company vehicle in addition to employee parking. Visitor parking shall be provided by the industry in a manner deemed adequate to handle its own particular needs. However, such visitor parking shall be in addition to company and employee parking.	See Table 2.
Marina	1/2 boat slips	1 Type II loading zone if fueling service is provided at marina.
Marine construction (docks, seawalls)	1/800 sf gfa	See Table 2.
Meat, poultry packers	1/800 sf gfa	See Table 2.
Medical office (doctor, dentist, clinic)	1/150 sf gfa	See Table 2.
Medical supplies sales	1/250 sf gfa	See Table 2.
Miniature golf	2/hole	NA
Mobile home park	2/dwelling unit	NA
Mobile home sales, new and used	1/500 sf gfa enclosed + 1/4,500 sf outdoor display	From 15,000—50,000 sf of enclosed and outdoor display, 1 Type II loading zone; greater than 50,000 sf of display area, 2 Type II loading zones.
Motion picture theater, indoor	1/3 seats	NA
Moving services	See Trucking and courier services.	
Multifamily/rowhouse dwelling, efficiency	1.75/unit	NA
Multifamily/rowhouse 1 bedroom	1.75/unit	NA
Multifamily/rowhouse 1 bedroom + den or 2 bedroom	2/dwelling unit	NA
Multifamily/rowhouse 2 bedroom + den or 3 bedroom	2.1/dwelling unit	NA
Multifamily/rowhouse 3 bedroom + den or 4 bedroom and greater	2.2/dwelling unit	NA
Museum	1/400 sf gfa	1 Type I loading zone



Music recording studios	1/800 sf gfa	See Table 2.
Nail salon	1/250 sf gfa	See Table 2.
Newspapers, magazines store	1/250 sf gfa	See Table 2.
Nurseries, retail and garden stores	1/250 sf gfa	See Table 2.
Nursing home	1/4 residents + 1/employee as defined by state license	NA
Oil change shop, drive-thru	2/service bay	NA
Open space public/private natural area, conservation area, hiking trail	Space equivalent to 1% of total land area in square feet	NA
Pain management clinic	1/10 sf gfa of waiting area 1/100 sf of examination room 1/150 sf gfa of remainder	See Table 2.
Performing arts theater, cultural facility	1/3 seats	NA
Pet boarding, domestic animals only	1/400 sf gfa	NA
Photographic studio	1/250 sf gfa	NA
Photo processing laboratory, film processing plant, wholesale, publishing plant	1/800 sf gfa	See Table 2.
Post office, main shipping facility	1/400 sf gfa	Free standing building from 15,000—50,000 sf, 1 Type II loading zone; building greater than 50,000 sf, see Table 2.
Post office, substation or neighborhood branch	1/250 sf gfa	NA
Printing and publishing plant	1/800 sf gfa	See Table 2.
Professional office (not including medical, dental offices)	<del>3.05/1000 sf gfa</del> 1/250 sf gfa	See Table 2.
Public assembly place (auction house, auditorium, civic and convention centers)	1/400 sf gfa or outdoor space used for activity	See Table 2.
Public/private recreation (ballfields, ball courts, pools)	1/3 seats where grandstands provided 3/court for court sports 1/200 sf pool surface	NA
Rail terminal	See Commuter airport, rail, bus transit terminal	
Repair shops and services	1/250 sf gfa	See Table 2.
Restaurant equipment sales	1/800 sf gfa	See Table 2.
Restaurant with or without drive-thru, less than or equal to 4,000 sf	<u>9.62/1,000 sf gfa including outdoor dining</u>	See Table 2.

	1/100 sf gfa; including outdoor dining area on the site	
Restaurant with or without drive-thru greater than 4,000 sf	1/30 sf of customer service area including outdoor dining area on the site + 1/250 sf gfa <del>Customer service area, see Section 47-2 and Sec. 47-20.2.B.</del>	See Table 2.
Restaurant, take-out or delivery only	1/250 sf gfa, including outdoor dining area, if any	See Table 2.
Retail sales, retail service, unless otherwise provided for herein	3.52/1000 sf gfa <del>1/250 sf gfa</del>	See Table 2.
Sailcloth manufacture, canvas and related products (boat sails, covers)	1/800 sf gfa	See Table 2.
Satellite dish equipment, sales, service	1/800 sf gfa	See Table 2.
School, elementary and middle	1/classroom + ½ additional spaces used for public assembly as required by this ULDR + drop off lane	NA
School, secondary (high school)	1/classroom + ½ additional spaces used for public assembly as required by this ULDR + 1/10 students of design capacity	NA
Senior citizen center	1/325 sf gfa	See Table 2.
Sheet metal fabrication	1/800 sf gfa	See Table 2.
Shipyards, boat building	1/800 sf gfa office and outdoor work area	See Table 2.
Shopping center—with ≥80% of total square footage devoted to retail, food service, or cinema, or any combination, provided food service or cinema individually do not exceed 50% of total square footage	0—25,000 sq. ft. = Total parking requirement for all proposed uses 25,001—60,000 sq. ft. = 95% of total for all uses 60,001—400,000 sq. ft. = 90% of total for all uses 400,001+ sq. ft. = 80% of total for all uses	See Table 2.
Single family dwelling unit (including cluster dwelling, zero-lot-line dwelling)	2/dwelling unit	NA
Single family dwelling unit + accessory dwelling (granny flat)	2/dwelling unit + 1/accessory unit	NA
Social service facility	1/250 sf gfa	See Table 2.
Social service residential facility Level I	2 spaces + 1 guest space	NA
Social service residential facility Levels II—V	1/1,000 sf (or fraction of) gross floor area; where conditional use is considered, reduction may be allowed by PZ board when based on factors including, but not limited to: proximity to	NA

	mass transit, location of resident employment centers, resident auto ownership and facility visitation policy. Reduction must be compatible with surrounding neighborhood.	
Tailor, dressmaking store direct to customer	1/250 sf gfa	See Table 2.
Tanning salon	1/250 sf gfa	See Table 2.
Tattoo artist	1/250 sf gfa	See Table 2.
Taxi lot/operations	1/800 sf gfa	NA
Taxidermist	1/800 sf gfa	See Table 2.
Tennis club, indoor racquet sports	4/court	NA
Terminal	See Commuter airport, rail, bus transit terminal	
Trucking and courier services	1/800 sf gfa	See Table 2.
Veterinary clinic	1/250 sf gfa	See Table 2.
Video tape rental	1/200 sf gfa	See Table 2.
Warehouse, self-storage	1/5,000 sf gfa + 1/250 sf of office	See Table 2.
Warehouse, distribution and general	1/800 sf gfa	See Table 2.
Watch and jewelry repair	1/250 sf gfa	See Table 2.
Watercraft sales, new and used	With 10,000 sf lot or less and building of less than 15,000 sf: 1/250 sf gfa of bldg. + 1/2,000 sf of outdoor display With lot greater than 10,000 sf and building greater than 15,000 sf: 1/500 sf gfa enclosed + 1/4,500 sf outdoor display With service dept.: 2/service bay	Up to 50,000 sf of enclosed and outdoor display: 1 Type II loading zone Greater than 50,000 sf of enclosed and outdoor display area: 2 Type II loading zones
Wholesale sales	1/800 sf gfa	See Table 2.

Sec. 47-20.2. Parking and loading zone requirements

*E. Multiple uses.* In the case of multiple uses, the total requirements for off-street parking shall be the sum of the requirements of the various uses computed separately, and off-street parking spaces for one (1) use shall not be considered as providing the required off-street parking for any other use unless otherwise provided herein.

Sec. 47-20.3. - Reductions and exemptions.

G. Shared Parking

1. The Development Review Committee (DRC) may authorize a reduction in the number of required parking spaces for development site with multiple tenants and for uses that are in close proximity to one another and which have different peak parking demands and operating hours subject to the following criteria:

- a. Shared parking study – The shared parking study shall clearly establish the uses that will use the shared spaces at different times of the day, week, month or year subject to the following:
- i. The shared parking study shall be based on the Urban Land Institute’s (ULI) methodology for determining shared parking, or other generally accepted methodology;
  - ii. The shared parking study shall address the size and type of activities, the composition of tenants, the rate of turnover for proposed shared spaces, and the anticipated peak parking and traffic demands;
  - iii. The shared parking study shall provide for no reduction in the number of handicapped spaces;
  - iv. The shared parking study shall provide a plan to convert reserved space to required spaces; and,
  - v. The shared parking study shall be approved by the City Engineer prior to submittal, based on the feasibility and observations of the uses to share the parking due to their particular peak parking and trip generation characteristics; and
  - vi. Shared use parking approval shall only be valid for those uses as indicated in the study.
- b. Change in use – Should any of the approved uses as indicated in the approved shared parking study change, or should the Zoning Director or City Engineer find that any of the conditions described in the approved shared parking study or agreement no longer exist, the owner or record shall have the option of submitting a revised shared parking study in accordance with the standards of this Section or of providing the number of spaces required for each use as if computed separately.

# Barrier Island Parking Study City of Fort Lauderdale

## Comparable Jurisdictions Parking Requirements

By

Rich & Associates  
Parking Consultants – Planners

**City of Fort Lauderdale  
 Estimate of Non-Central Beach Parking Requirements  
 Based on Similar Jurisdictions**

<b>Demand Classification</b>	<b>Existing ULDR Parking Generation Rates (per 1,000 gsf)</b>	<b>Range</b>	<b>Average PGR to Replace existing ULDR Requirements?</b>
Retail	4.00	2.5 - 5	3.52
Mixed Use	4.50 (estimated)	NA	?
Restaurant (less than 4,000)	10.00	4.00 - 20.00	9.62
Restaurant (greater than 4,000)	21.00	4.00 - 20.00	9.62
Office	4.00	2.00 - 4.00	3.05
Hotel (Per Room)	1.00	0.67 - 1.00	0.95
Bars / Nightclubs (less than 4,000)	15.38	4.00 - 18.00	9.67
Bars / Nightclubs (greater than 4,000)	20.00	4.00 - 18.00	9.67

Rich and Associates, Inc.

April 9, 2012

Fort Lauderdale Population: 185,804

Population	Jurisdiction	Per 1,000 gsf	Code Requirement
107,845	Charleston	2.50	1 per 400 square feet of gross floor area
794,555	Jacksonville	3.00	* Business, commercial or personal service establishments (not otherwise listed) - Three spaces for each 1,000 square feet of gross floor area. There shall be a maximum of six spaces for each 1,000 square feet of gross floor area
179,553	Huntsville	3.33	At least one space for each 300 square feet of floor area
242,803	Norfolk	2.50	Retail Sales and Service, freestanding and shopping center over 2,000 square feet four (4) spaces per 1,000 square feet of gross floor area
433,575	Virginia Beach	5.00	Retail establishments, including beverage manufacturing shops, flea markets, repair establishments, plumbing and heating establishments and service establishments other than person service establishments. At least one space per two-hundred (200) square feet of floor area.
223,388	New Orleans	5.00	Retail Store or personal service establishment, health club or similar use and banks <b>Low and Medium Density Districts</b> (1 per 200 square feet of ground floor area + 1 per 400 square feet of upper floor area)
223,388	New Orleans	3.33	Retail Store or personal service establishment, health club or similar use and banks <b>High Density Districts</b> 1 per 300 square feet of ground floor area plus 1 per 600 square feet of upper floor area
	<b>Average</b>	<b>3.52</b>	

Retail

Fort Lauderdale Population: 185,804

Population	Jurisdiction	Per 1,000 gsf	Code Requirement	
107,845	Charleston	6.67	1 per 90 square feet of inside patron use area and 1 per 200 square feet of outside seating area if available	assumed 60% patron area (1,000 x 60% = 600 / 90 = 6.67)
794,555	Jacksonville	10.00	One space for each four seats in public rooms plus one space for each two employees	assumed 15 square feet per seat x 4 = 60 (1,000 * 60% = 600 / 60 = 10.00)
179,553	Huntsville	20.00	Parking Spaces equal in number to at least 50% of capacity	assumed 1,000 x 60% / 15 sf / seat = 40 seats x 50% = 20
242,803	Norfolk	10.00	Eating Establishments/Eating and Drinking one space per four seats	assumed 1,000 x 60% / 15 sf / seat = 40 seats / 4 = 10
433,575	Virginia Beach	10.00	Restaurants other than drive-in eating and drinking establishments At least one space per one hundred square feet of floor area, and one space per one hundred square feet of additional area encompassed by decks, patios and other areas in which seating is provided and food or beverages are consumed.	1,000 / 100 = 10
223,388	New Orleans	6.67	Restaurant or other establishment for consumption of food or beverages on the premises. <b>Low and Medium Density Districts</b> (1 per 150 square feet of ground floor area	Using 1,000 / 150 sf = 6.67
223,388	New Orleans	4.00	Restaurant or other establishment for consumption of food or beverages on the premises. <b>High Density Districts</b> 1 per 250 square feet of ground floor area	Using 1,000 / 250 = 4.00
	<b>Average</b>	<b>9.62</b>		

Restaurant<4K



Fort Lauderdale Population: 185,804

Population	Jurisdiction	Per 1,000 gsf	Code Requirement	
107,845	Charleston	3.33	Office , professional and public buildings (1 per 240 square feet excluding halls, stairwells, storage elevator shafts and bathrooms)	Assuming 80% efficiency would 1 per 300 gsf
794,555	Jacksonville	3.33	Professional and business offices, including medical and dental offices and clinics - Three spaces for each 1,000 square feet of gross floor area.	
179,553	Huntsville	2.50	Offices and Office Buildings at least least one space for each 400 square feet of floor area	
242,803	Norfolk	4.00	Office (Business & Professional) - Four spaces per 1,000 square feet of gross floor area	
433,575	Virginia Beach	3.70	Offices - At least one space per two hundred seventy (270) square feet of floor area	
223,388	New Orleans	2.50	Office or Office Buildings, post office studio or clinic. <b>Low and Medium Density Districts</b> (1 per 400 square feet of floor area	Using 1,000 / 150 sf = 6.67
223,388	New Orleans	2.00	Office or Office Buildings, post office studio or clinic. <b>High Density Districts</b> 1 per 500 square feet of floor area	Using 1,000 / 250 = 4.00
<b>315,015</b>	<b>Average</b>	<b>3.05</b>		

Office

Fort Lauderdale Population: 185,804

Population	Jurisdiction	Per Room	Code Requirement
107,845	Charleston	0.67	Accommodation uses except bed and breakfasts (2 per 3 sleeping units)
794,555	Jacksonville	1.00	One space for each sleeping room plus the spaces required for accessory uses such as restaurants and meeting rooms
179,553	Huntsville	1.00	At least one space per room
242,803	Norfolk	1.00	Motel / Hotel One space per lodging uing plus one space per employee
433,575	Virginia Beach	1.00	Lodging Units - At least one space per lodging unit
223,388	New Orleans	1.00	Hotel <b>Medium Density Districts</b> (1 per dwelling unit or suite)
223,388	New Orleans	1.00	Hotel <b>High Density Districts</b> 1 per dwelling unit or suite
315,015	Average	0.95	

Hotel

Fort Lauderdale Population: 185,804			
Population	Jurisdiction	Per 1,000 gsf	Code Requirement
107,845	Charleston		NA
794,555	Jacksonville	18.00	Nightclubs not located within the Downtown Overlay Area shall provide parking spaces based on the formula (GFA * .0904) * F = PS where "GFA" is the square footage of Gross Floor Area of the structure(s) occupied by the Nightclub, where ".0904" is a constant number, where "PS" is the total number of parking spaces derived through and resulting from application of the formula, rounded up to the nearest whole number and where "F" is an occupancy factor based on the GFA as follows: 0 - 14,999 GFA - F - .25; 15,000 to 24,999 GFA - F - .2; 25,000 to 39,999 GFA - F - .13; 40,000 GFA and Above - F - .12
179,553	Huntsville		Private Club, bar, tavern, lounge, pub, brewpub or nightclub - Parking spaces equal to at least 60 percent of the maximum occupancy rating
242,803	Norfolk	10.00	Eating Establishments, Eating and Drinking Establishment/Entertaining Establishment (one space per 4 seats)
433,575	Virginia Beach		NA
223,388	New Orleans	6.67	Restaurant or other establishment for consumption of food or beverages on the premises. <b>Low and Medium Density Districts</b> (1 per 150 square feet of ground floor area
223,388	New Orleans	4.00	Restaurant or other establishment for consumption of food or beverages on the premises. <b>High Density Districts</b> 1 per 250 square feet of ground floor area
	<b>Average</b>	<b>9.67</b>	

Assuming avg is 15,000 to 24,999

Bars

# PARKING CALCULATION COMPARISON & EXAMPLES

## RESTAURANT PARKING CALCULATION EXAMPLES

### CENTRAL BEACH:

#### Under 4,000 Square Feet

3500 square foot restaurant

Current Code (rate 1/100) = 35

Proposed Code (rate 7.12/1000) = 25

#### Over 4,000 Square Feet

8,655 square foot restaurant with 2,334 square feet of customer service area and 1,510 square feet of outdoor customer service area

Current Code (rate 1/250 sf gfa + 1/30 sf csa) = 160

Proposed Code (rate 8.75/1000) = 89

### SUNRISE LANE:

#### Under 4,000 Square Feet

3500 square foot restaurant

Current Code (rate 1/100) = 35

Proposed Code (rate 6.67/1000) = 23

#### Over 4,000 Square Feet

8,655 square foot restaurant with 2,334 square feet of customer service area and 1,510 square feet of outdoor customer service area

Current Code (rate 1/250 sf gfa + 1/30 sf csa) = 160

Proposed Code (rate 8.33/1000) = 85

### NORTH BEACH/"GALT":

#### Under 4,000 Square Feet

3500 square foot restaurant

Current Code (rate 1/100) = 35

Proposed Code (rate 9.28/1000) = 32

#### Over 4,000 Square Feet

8,655 square foot restaurant with 2,334 square feet of customer service area and 1,510 square feet of outdoor customer service area

Current Code (rate 1/250 sf gfa + 1/30 sf csa) = 160

Proposed Code (rate 9.28/1000) = 94

**PARKING CALCULATION COMPARISON & EXAMPLES**

**CITYWIDE:**

Restaurant Under 4,000 Square Feet

3500 square foot restaurant

Current Code (rate 1/100) = 35

Proposed Code (rate 9.62/1000) = 34

Restaurant Over 4,000 Square Feet

8,655 square foot restaurant with 2,334 square feet of customer service area and 1,510 square feet of outdoor customer service area

Current Code (rate 1/250 sf gfa + 1/30 sf csa) = 160

Proposed Code (rate 9.62/1000) = 98

Citywide Retail

3500 square foot retail

Current Code (rate 1/250) = 14

Proposed Code (rate 3.52/1000) = 12

Citywide Professional Office

5000 square foot professional office

Current Code (rate 1/250) = 20

Proposed Code (rate 3.05/1000) = 15

Citywide Bar/Cocktail Lounge/Nightclub Under 4,000 Square Feet

3500 square foot bar

Current Code (rate 1/65) = 54

Proposed Code (rate 9.67/1000) = 34

Citywide Bar/Cocktail Lounge/Nightclub Over 4,000 Square Feet

5000 square foot bar

Current Code (rate 1/50) = 100

Proposed Code (rate 9.67/1000) = 48