

REQUEST:

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

- Section 47-20.2. Table 3. Parking and Loading Zone Requirements – RAC Districts, to add specific parking calculations for the zoning districts within the Central Beach area;
- Section 47-20.2. Table 4. Parking and Load Zone Requirements – North Beach Area, creating a new table of parking calculations for those uses within the specific boundaries of NE 34th Street to the north, Oakland Park Boulevard to the south, A1A to the east and the Intracoastal Waterway to the west;
- Section 47-20.3. Reductions and exemptions, removing the prohibition of utilizing public parking within 700 feet of the subject site when requesting a parking reduction in the Central Beach district and creating a change of use provision for existing uses and structures established prior to June 28, 1997 to remain; and,

Case Number	9T12	
Applicant	City of Fort Lauderdale	
ULDR Sections	47-20 PARKING AND LOADING REQUIREMENTS	
Notification Requirements	Newspaper notice 10 days prior to meeting date.	
Action Required	Recommend Approval or Denial of the proposal to the City Commission.	
Written By	Anthony Fajardo, Acting Zoning Administrator	
From	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 regarding parking to the Unified Land Development Regulations (ULDR).

These proposed revisions included recommendations from the Barrier Island Parking Study (attached as **Exhibit 1**) 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, however, for those sections of the ordinance that deal only with the Central Beach a deferral was granted for a period of 30-days.

This staff report deals only with the portions of the proposed ordinance that impact the Central Beach. At the June 20, 2012 PZB meeting staff will present the remainder of the proposed amendments as a separate case number and under its own advertising.

THE BARRIER ISLAND PARKING STUDY

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 and Mobility Department (formally Parking and Fleet Services) of the City of Fort Lauderdale.

Please see the Study attached as **Exhibit 1** for more information.

The Study examined three distinct areas.

These areas include:

- The Central Beach Commercial Area extending from the Bahia Mar property to the south to the Bonnet House to the north, bounded by the Intracoastal Waterway and the Atlantic Ocean to the west and east.
- The Sunrise Lane Commercial Area extending from Bonnet House to the South to Sunrise Boulevard to the north and bounded on the east and west by the Atlantic Ocean and the Intracoastal Waterway.
- The “Galt” or North Beach Commercial Area bounded by Oakland Park Boulevard to the south, NE 34th Street to the north, A1A to the east and the Intracoastal Waterway to the west.

Please see the study area map attached as **Exhibit 2** for more information.

The Central Beach Commercial Area of the Study consists of the following Central Beach Area zoning districts:

- PRD – Planned Resort zoning district
- ABA – A1A Beachfront Area zoning district
- IOA – Intracoastal Overlook Area zoning district
- NBRA – North Beach Residential Area zoning district
- SBMHA – South Beach Marina Area zoning district

The Sunrise Lane Commercial Area of the Study consists of the SLA – Sunrise Lane zoning district.

The “Galt” or North Beach Commercial Area consists of the CB – Community Business zoning district.

NOTE: Both the Central Beach Commercial Area and the Sunrise Lane Commercial Area are located in the Central Beach Regional Activity Center future land use category, however the “Galt” or North Beach Commercial Area is located within the Commercial future land use category.

Proposed Revisions based on the Barrier Island Parking Study

The scope of service for the Study included three parts. The following is from **page 2-1** of the study attached as **Exhibit 1**.

SCOPE OF SERVICE

The purpose of this study is to undertake a comprehensive analysis of the Barrier Island parking needs. This scope has the following components:

Part I

Conduct a parking supply and demand analysis to determine how many spaces are required to accommodate the parking demand in a proposed study area. The analysis should include an adequacy determination quantifying the ability of the study area to meet current and projected future demands. The resultant demand figure should not only provide the correct number of parking spaces needed within the study area currently, but also provide a road map for future parking needs.

Part II

The study should perform an analysis of existing parking standards as defined in the City’s

Unified Land Development Regulations and make recommendations for potential updates and revisions to these standards, including an analysis of comparable jurisdictions for selected uses.

Part III

Make recommendations of parking strategies to use the existing parking supply more effectively and to accommodate current and future parking needs as determined and identified in Parts I and II. The recommendations should be based on a combination of solutions that best address the unique physical characteristics of the area and the vision for the Barrier Island as proposed in the draft Central Beach Master Plan (CBMP), while taking into account current and future transit improvements. Strategies should incorporate a range of solutions from shared parking concepts, reduced parking standards, parking management programs and any other applicable solutions.

The parking needs for three defined areas of the Fort Lauderdale Beach area are being evaluated. These include:

- Central Beach
- Sunrise Lane Area
- North Beach (including the area just south of Oakland Park Boulevard)

The parking needs for each defined area are being considered separately as the distance between each area prevents a cohesive connection where the parking in one area affects one of the others. It is further assumed that each of these areas has their own distinct characteristics and likely periods during the day when they experience their greatest parking need. They are however all bound by the same code requirements of the City's zoning ordinance with the exception of the blocks in the North Beach area along NE 32nd and NE 33rd Streets between AIA and NE 32nd Avenue which permit a one space per one thousand square foot reduction from the ULDR.

The methodology utilized to determine the parking rates as recommended by the Study were based on 4 factors. The following is from **page 3-1** of the Study attached as **Exhibit 1**.

METHODOLOGY

In order to address the questions posed by the Scope of Service, there were several primary tasks that were performed with a goal of quantifying the parking demand and comparing this against the existing and future parking supply. With this information it was also possible to address the question regarding how appropriate the existing parking requirements as defined in the City's ULDR are for accurately defining the amount of parking that should be provided. The tasks completed to accomplish this were:

1. Quantify and qualify the existing parking supply in the Central Beach Study Area
2. Quantify and qualify the land use characteristics
3. Observe and analyze the existing use of parking in the Central Beach Area
4. Compare and contrast the number of parking spaces required using:
 - a. Existing ULDR Requirements
 - b. Parking Generation Rates using Code Requirements from other jurisdictions
 - c. Parking Generation Rates derived from data collected in the defined study area
 - d. Compare the observed requirements derived from data collected in the study area against those derived using existing ULDR parking requirements and those based on code requirements from other jurisdictions

Tasks 1, 2 and 3 above were key items to establishing the parking requirements for the Central Beach area. With the field data collected, we were then able to project the parking demand and compare the results; the ULDR parking requirements versus the parking generation rates for the different land use types as determined by this study and code requirements from other jurisdictions; and then parking demand as calculated using the ULDR parking requirements

versus parking demand as calculated using the parking generation rates from this study and other jurisdictions.

The establishment of the parking demand and quantifying the parking supply for the entire Central Beach study area then lead to the comparison of the parking demand versus the available parking supply within each of the defined districts.

For a list of the municipalities used for the comparison please refer to **Appendix D** of the Study attached as **Exhibit 1**.

Study Recommendations for Parking Calculation Rate Revision

Based on the above scope of services, the methodology established by the Study as well as the overall analysis, a set of recommendations were developed consisting of two options:

OPTION 1 Change ULDR in Each Area by Use:

Option 1 recommends addressing the parking by use for each study area. Essentially, this option recommends that for those discrete uses that are listed as part of the study a different calculation would be required for each study area based on the particular observations made for each area and the comparison of the parking requirements of the current ULDR and comparable municipalities to determine the generation rates.

OPTION 2 Use Regional Activity Centers for Barrier Island:

Option 2 recommends combining the three study areas into one Regional Activity Center (RAC) with different areas that would reflect the unique characteristics of each while utilizing a percentage change from the current ULDR requirements to establish parking requirements based on the comparison of the parking requirements of the current ULDR and comparable municipalities to determine the generation rates.

Staff recommends Option 1 as the proposed parking rates are broken down into discrete tables that take into account the specific and unique characteristics of each study area and propose a parking calculation rate that reflects each area specifically. While Option 2 proposes to create a Regional Activity Center (RAC), this would require a large scale land use amendment that could take 18 months or more to complete along with required studies to determine levels of service, and does not seem to take into account the full aspects of each study area as comprehensively as Option 1.

The uses that are associated with the recommended options are as follows:

- Retail
- Financial
- Personal Services
- Medical Office
- Professional Office
- Hotel
- Restaurant (\leq 4,000)
- Restaurant ($>$ 4,000)
- Bar/Night Club (\leq 4,000)
- Bar/Night Club ($>$ 4,000)

For a list of the uses included as part of the Study please see **Appendix D** of the Study attached as **Exhibit 1**.

For more information regarding the proposed options, please see the recommendations starting on **page 7-1** of the Study attached as **Exhibit 1**.

For more information regarding the proposed amendments listed above, please see the revised language starting on **page 3** of the draft ordinance attached as **Exhibit 3**.

To review examples of impacts of the proposed revisions to the parking ordinance please see **Exhibit 4**.

ADDITIONAL PROPOSED REVISIONS

In addition to the recommendations provided in the Study, staff has been tasked with analyzing the current ULDR and making recommendations for revisions or amendments when appropriate. In conjunction with the above, staff is making the following recommendations for further revisions to the Parking and Loading Requirements of the ULDR as they relate to the Central Beach zoning districts.

Use of Public Parking within 700 feet in the Central Beach Area

Current ULDR language allows for parking reduction requests subject to the provisions of Section 47-20.3, Reductions and Exemptions. Included in the criteria for a parking reduction request is a provision that allows the parking reduction study to include public parking within seven hundred (700) feet of the parcel for which the parking is intended to serve along a safe pedestrian path. However, this provision, and only this provision, is excluded from being utilized in the Central Beach zoning districts.

Staff recommends removing this restriction in conjunction with the recommendations of the Study for the updated parking calculations. This will allow for a more accurate assessment of the parking demand based on current availability of parking and existing conditions in the area and by meeting the criteria that has been established for all other areas of the City for a given parking reduction request. The intent is to allow the Central Beach area to remain consistent with the rest of the City without undue restrictions on the availability of public parking included in a proposed parking study. This proposed revision does not alter the current review and approval process for a parking reduction request, which includes approval by the Planning and Zoning Board.

For more information please see **page 6** of the draft ordinance attached as **Exhibit 3**.

Change of Use

Currently, conditions in the Central Beach area consist of a mix of new construction as well as buildings and structures that have been in existence for many years. Some of these structures date back to the 1950's or earlier and many of them met the parking requirements for the proposed use at the time of construction. However, under the current parking requirements of the ULDR, many do not meet the current parking regulations. This has created a situation where the use in these structures cannot be changed when a proposed new use requires more parking without going through the costly, and often times, lengthy approval process of a parking reduction request.

In other parts of the City there is a provision of the ULDR that can be found in Section 47-20.19.K, known as the Pedestrian Preservation section. This section acknowledges that there are nonconforming uses, structures and lots that met the parking requirements at the time of their establishment and existing on the effective date of June 28, 1997, the date that the City adopted a complete revision to the ULDR. This provision allows development sites, subject to specific criteria, that meet the effective date to submit for a change of use without impacting the parking requirements for such a change.

Staff is recommending similar language to the above that would effectively give another option to those properties that have been existing in the Central Beach prior to the current parking requirements and that at the time of their construction were required less, or in some cases, no parking as compared to today's ULDR requirements.

The proposed draft ordinance language is as follows:

“Notwithstanding the provisions of Sec. 47-20.19 and Section 47-3, Nonconforming Uses, Structures and Lots, parking legally permitted and associated with an established permitted use prior to or on the effective date (June 28, 1997) of the ULDR located within the Central Beach district zoning districts of the Central Beach Regional Activity Center, where such buildings are not voluntarily demolished by more than fifty (50%) percent, shall be deemed to be conforming parking for the purposes of a change of use as regulated by Sec. 47-20 and Sec. 47-3, Nonconforming Uses, Structures and Lots and where such change of use shall not be required to provide additional parking.”

For more information please see **page 6** of the draft ordinance attached as **Exhibit 3**.

Further Study for Future Proposed Revisions

While the above recommendations address certain aspects of parking within the City of Fort Lauderdale as they relate to the Central Beach zoning districts, staff believes that additional future revisions to the City's parking ordinance are possible as additional public parking becomes available and expanded public transportation options are planned and implemented in the near future, both throughout the City and connecting the City to regional transportation networks. Opportunities to examine additional parking revisions may include:

- Additional Mixed Use Parking Ratios
- Administrative Approval Thresholds for Parking Reduction Requests
- Parking Credits/Mitigation Options for development sites incorporating such elements as motorcycle parking, electric car charging/parking, bike parking, compact car parking, etc...
- Expansion of Further Reduced Parking Requirements (where they are appropriate such as those that apply in the SRAC-SA and RAC-TMU zoning districts)
- Analysis of Transit Oriented Corridors and Mobility Hubs

In addition, staff will be evaluating other communities and municipalities to determine if there is a need and rationale for allowing seating for customers at take out restaurants, where the current ULDR does not allow for such a provision.

COMPREHENSIVE PLAN CONSISTENCY:

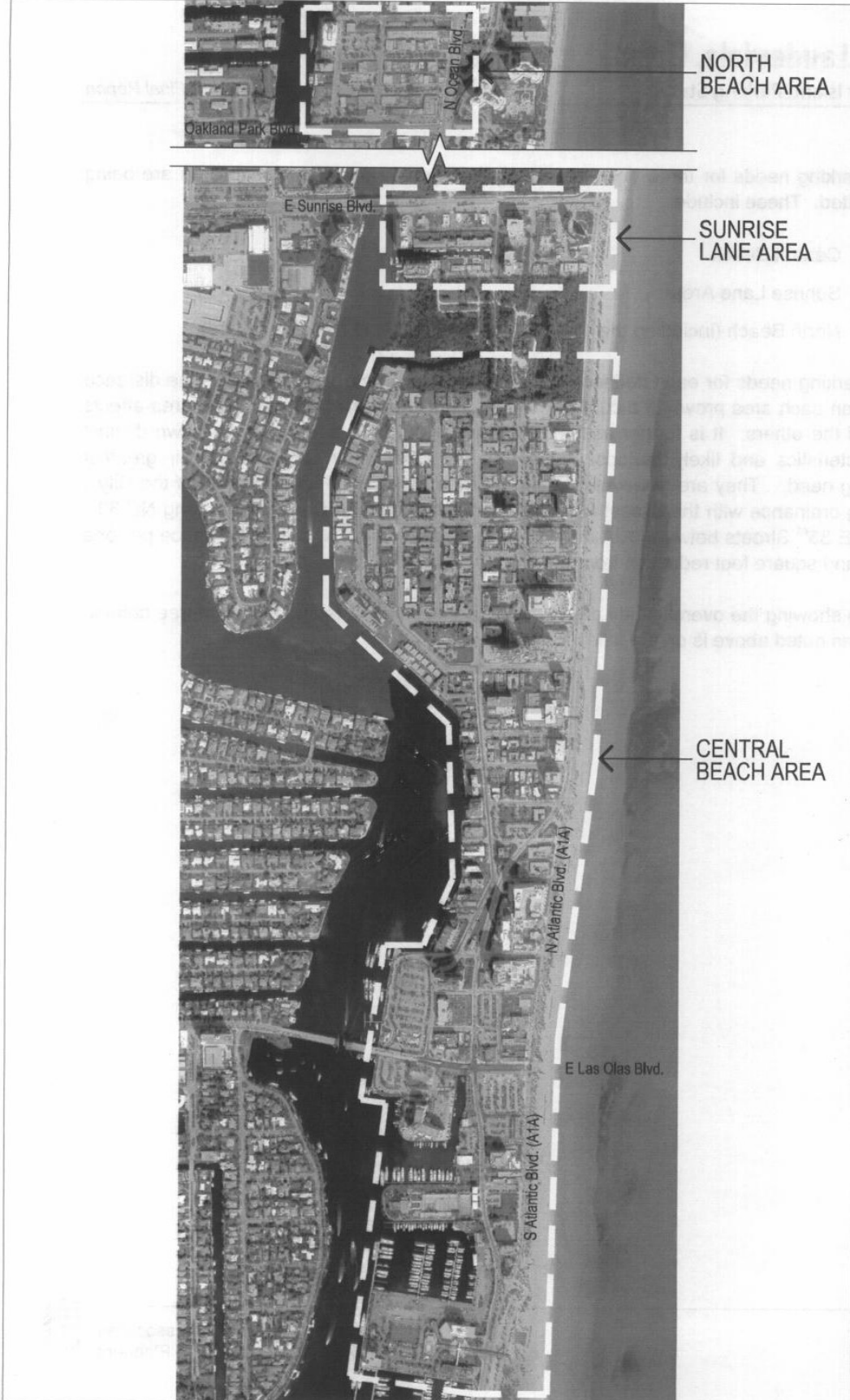
The proposed revision is consistent with the following objective and policy of the City's Comprehensive Plan:

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.

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.



Sheet Title: **KEY PLAN**

MAP Number: **MAP 2.1**

Pg. 2-3



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**BARRIER ISLAND
 PARKING STUDY**
 FOR
**THE CITY OF
 FT. LAUDERDALE**
 FT. LAUDERDALE, FLORIDA

DRAFT PARKING ORDINANCE RECOMMENDATIONS

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

TABLE 3. PARKING AND LOADING ZONE REQUIREMENTS—RAC DISTRICTS

Regional Activity Center—City Center District

	Standard Requirements	
Use	Parking Space Requirements	Loading Zone Requirements
Residential uses	Exempt	NA
Nonresidential uses	Exempt, except for development located within 100 feet of RAC-UV, RAC-RPO, RAC-TMU, that is greater than 2,500 square feet in gross floor area, which shall be calculated at 60% of the parking space requirements for uses as provided in Table 1.	See Loading requirements for uses as provided in Table 2.

Regional Activity Center—Arts and Science District

	Standard Requirements	
Use	Parking Space Requirements	Loading Zone Requirements
Residential uses	Exempt	NA
Nonresidential uses	Exempt, except for development located within 100 feet of RAC-UV, RAC-RPO, RAC-TMU that is greater than 2,500 square feet in gross floor area, which shall be calculated at 60% of the parking space requirements for uses as provided in Table 1.	See Loading requirements for uses as provided in Table 2.

Regional Activity Center—Urban Village District

	Standard Requirements	
Use	Parking Space Requirements	Loading Zone Requirements
Residential uses	1.2/du	NA
Nonresidential uses	See parking space requirements for uses as provided in Table 1.	See Loading requirements for uses as provided in Table 2.

Regional Activity Center—Residential and Professional Office District

	Standard Requirements	
Use	Parking Space Requirements	Loading Zone Requirements
Residential uses	1.2/du	NA
Nonresidential uses	See parking space requirements for uses as provided in Table 1.	See Loading requirements for uses as provided in Table 2.

Regional Activity Center—Transitional Mixed Use District

	Standard Requirements	
Use	Parking Space Requirements	Loading Zone Requirements
Residential uses	For RAC-WMU 1.2/du or 3 spaces for each four rooms provided with a bathroom, toilet or shower facility whichever requirement is greater. In RAC-SMU and RAC-EMU the general parking requirement for a multifamily use shall apply.	NA
Nonresidential uses	Exempt for development between 0 and 2,500 gross square feet in area. All development greater than 2,500 gross square feet shall be required to provide 60% of the Parking space requirements for uses as provided in Table 1.	See Loading requirements for uses as provided in Table 2.

South Regional Activity Center—SA (e) and (w) Districts

	Standard Requirements	
Use	Parking Space Requirements	Loading Zone Requirements
Residential Use	See Parking requirements for uses as provided in Table 1.	N/A
Nonresidential Use	Exempt for development between 0 and 2,500 gross square feet in area. All development greater than 2,500 gross square feet shall be required to provide 60% of the parking space requirements for uses as provided in Table 1.	See Loading requirements for uses as provided

Central Beach Regional Activity Center – Planned Resort, A-1-A Beachfront Area, Intracoastal Overlook Area, North Beach Residential Area and South Beach Marina and Hotel Area Districts

<u>Use</u>	<u>Standard Requirements</u>	
	<u>Parking Space Requirements</u>	<u>Loading Zone Requirements</u>
<u>Bars</u>	<u>13.21/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Hotel (Rooms)</u>	<u>0.67/Room</u>	<u>See Table 2</u>
<u>Hotel (Meeting Space)</u>	<u>0.00</u>	<u>See Table 2</u>
<u>Mixed Use (excluding residential uses)</u>	<u>3/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Personal Services (may include spa, hair saloon, nail saloon, and the like)</u>	<u>2.5/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Professional Office (excluding medical/dental office)</u>	<u>1/500 sf gfa</u>	<u>See Table 2</u>
<u>Restaurant (less than 4,000 sf)</u>	<u>7.12/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Restaurant (over 4,000 sf)</u>	<u>8.75/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Retail</u>	<u>1/500 sf gfa</u>	<u>See Table 2</u>

Central Beach Regional Activity Center – Sunrise Lane District

<u>Use</u>	<u>Standard Requirements</u>	
	<u>Parking Space Requirements</u>	<u>Loading Zone Requirements</u>
<u>Bars</u>	<u>14.22/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Hotel (Rooms)</u>	<u>0.67/Room</u>	<u>See Table 2</u>
<u>Mixed Use (excluding residential uses)</u>	<u>3/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Personal Services (may include hotel spa, hair saloon, nail saloon, and the like)</u>	<u>3.75/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Professional Office (excluding medical/dental office)</u>	<u>1/500 sf gfa</u>	<u>See Table 2</u>
<u>Restaurant (less than 4,000 sf)</u>	<u>6.67/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Restaurant (over 4,000 sf)</u>	<u>8.33/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Retail</u>	<u>1/500 sf gfa</u>	<u>See Table 2</u>

TABLE 4. PARKING AND LOADING ZONE REQUIREMENTS— NORTH BEACH/GALT AREA

North Beach /Galt Area

(The North Beach/Galt Area consists of those properties located between NE 34th Street to the north and Oakland Park Boulevard to the south and from A1A to the east and the Intracoastal Waterway to the west)

<u>Use</u>	<u>Standard Requirements</u>	
	<u>Parking Space Requirements</u>	<u>Loading Zone Requirements</u>
<u>Bars</u>	<u>14.22/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Financial</u>	<u>3.06/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Medical Office</u>	<u>3/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Mixed Use (excluding residential uses)</u>	<u>4.50/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Personal Services (may include hotel spa, hair saloon, nail saloon, and the like)</u>	<u>2.24/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Professional Office (excluding medical/dental office)</u>	<u>2.78/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Restaurant</u>	<u>9.28/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Restaurant (Takeout)</u>	<u>2.63/1,000 sf gfa</u>	<u>See Table 2</u>
<u>Retail</u>	<u>3/1,000 sf gfa</u>	<u>See Table 2</u>

Sec. 47-20.2. Parking and loading zone requirements

D. *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.

A. *General parking reduction.*

1. Notwithstanding the off-street parking requirements provided in this Section 47-20, a parking reduction may be approved in accordance with the provisions of this section.
2. *Restrictions.* A parking reduction shall not be permitted for a residential use, except when located in an area with an RAC zoning designation.
3. *Application.* An application to approve a parking reduction shall be submitted to the department and approved as provided herein. An application for parking reduction shall be submitted on forms provided by the department. The application shall include the information required for a site plan level III application as provided in Sec. 47-24.2, and shall in addition include the following:
 - a. An eight and one-half (8½) inch by eleven (11) inch general vicinity map scale of not less than one (1) inch equals five hundred (500) feet, identifying the parcel proposed for the parking reduction and, if at a different location, the parcel that the parking will serve and all lots located within a seven hundred (700) foot radius of the parcel to be served by the proposed parking facility and the parcel which will be used for parking.

The map shall identify existing zoning and residential uses within the seven hundred (700) foot area.

- b. A site plan at a scale of not less than one (1) inch equals forty (40) feet showing the parcel that the parking facilities are intended to serve and if parking is off-site, the parcel which will be used for parking; all existing and proposed improvements on the parcels including buildings, landscaped and paved areas; and an ingress and egress plan showing all walkways and drives that will be used for pedestrian and vehicular access in the development.
 - c. Identification of one or more of the criteria provided in this Sec. 47-20.3, which the applicant submits as the basis for a parking reduction.
 - d. A parking study which documents and supports the criteria submitted by the applicant for a parking reduction. The parking study shall be certified by a state licensed engineer, architect or landscape architect or American Institute of Certified Planners certified planner and shall document the existence of certain facts related to the projected use of the parking facility and its relationship to surrounding rights-of-way and properties. The methodology for conducting the study shall be submitted for review and approval by the city engineer and shall include, but not be limited to the week and day the study will be conducted, the number of days and duration of the study, and the time intervals and locations for data collection.
 - e. A report by the city engineer, city's director of parking services and director regarding the parking reduction application when required in accordance with the provisions of this section.
 - f. The application may be forwarded for review by an independent licensed professional engineer contracted by the city to determine whether the parking study supports the basis for the parking reduction request. The cost of review by the city's consultant shall be reimbursed to the city by the applicant.
4. *Review process.*
- a. Except as provided in subsection b., the application shall be reviewed in accordance with the review process applicable to a site plan level III, as provided in Sec. 47-24.2
 - b. An application for a parking reduction on property located within the Northwest-Progresso-Flagler Heights Community Redevelopment Area as defined in Resolution No. 95-86 as may be amended, adopted on June 20, 1995, shall require Site Plan Level II approval as provided in Section 47-24.2
5. *Criteria.* An applicant must show that the request meets the following criteria and the reviewing body shall consider the application for parking reduction based on the criteria provided as follows:
- a. Adequacy requirements, as provided in Sec. 47-25.2; and
 - b. The use, site, structure or any combination of same, evidences characteristics which support a determination that the need for parking for the development is less than that required by the ULDR for similar uses; or

- c. There is a public parking facility within seven hundred (700) feet of the parcel which the parking is intended to serve along a safe pedestrian path as defined by Sec. 47-20.4, which spaces may be used to provide parking for applicant's property without conflict with the need for public parking based on a report by the department which includes a report by the city's director of parking services and city engineer. ~~This criteria shall not be available for a parking reduction in the central beach district; or~~
 - d. If the application is based on two (2) or more different users sharing the same parking spaces at different hours, that the peak hour(s) for each use will be at different hours; or
 - e. If the application is based on two (2) or more different users sharing the same parking spaces at the same time because one use derives a portion of its customers as walk-in traffic from the other use, that the two (2) or more uses will share the same users; or
 - f. Restrictions will be placed on the use of the property or actions will be taken such as providing company vans for car pooling of employees and patrons, or consistent use of mass transit will reduce the need for required parking and there are sufficient safeguards to ensure the restriction, action, or both, will take place; or
 - g. Any combination of subsections A.5.a through e; ~~and~~
 - h. Notwithstanding the provisions of Sec. 47-20.19 and Section 47-3, Nonconforming Uses, Structures and Lots, parking legally permitted and associated with an established permitted use prior to or on the effective date (June 28, 1997) of the ULDR located within the Central Beach district zoning districts of the Central Beach Regional Activity Center, where such buildings are not voluntarily demolished by more than fifty (50%) percent, shall be deemed to be conforming parking for the purposes of a change of use as regulated by Sec. 47-20 and Sec. 47-3, Nonconforming Uses, Structures and Lots and where such change of use shall not be required to provide additional parking; and,
 - ih. In addition to the criteria provided above, that any alternative parking arrangement proposed will be adequate to meet the needs of the use the parking will serve and that reducing the required parking will be compatible with and not adversely impact the character and integrity of surrounding properties.
6. Conditions may be required on the site where the parking facility is to be located and the site which the parking facility is intended to serve, if such conditions are necessary to preserve the character and integrity of the neighborhood affected by the proposed reduction and mitigate any adverse impacts which arise in connection with the approval of a parking reduction.
 7. *Effective date of approval.* The approval of an application for parking reduction shall not be effective nor shall a building permit be issued for a parking facility until thirty (30) days after approval and after the requirements in subsection A.4 are met, and then only if no motion is adopted by the city commission seeking to review the application or no appeal is filed as provided in Sec. 47-26B, Appeals. If no action is taken by the City Commission within the thirty (30) day period, the approval of the parking reduction shall be final.
 8. *Parking reduction order.* If an application for parking reduction is approved, such approval shall be evidenced in an order executed by the department and a consent to order executed by the applicant. The order shall state the number of parking spaces required to be provided, a legal description of the property where the parking is to be provided and the property served by the parking area and the conditions upon which the parking

reduction is approved. The parking reduction order shall only take effect upon the recordation of the order in the public records of Broward County at the expense of the applicant and filed with the department by applicant.

9. The parking reduction order shall act as a restrictive covenant running with the land and be binding on any successors in interest or assigns of the property owner.
 10. If there is a failure of any condition contained in the parking reduction order, the owner of the property or agent shall:
 - a. Apply for an amended parking reduction order. The application shall show that although the condition has failed, it does not adversely impact the character and integrity of surrounding properties or that additional conditions will be substituted for any failed condition. The department may require a new parking study as provided in subsection A.1.d to support the application.
 - b. In the event the department agrees with the application, the department may approve the amendment to parking reduction. The approval of the amendment shall not take effect for thirty (30) days during which time the city commission may adopt a motion to review the approval in accordance with Section 47-26B, Appeals. If no motion is adopted the approval shall be final.
 - c. When final, the amended order shall be prepared for execution and recording in the public records of the county at applicant's expense by the applicant.
 - d. If the department determines that failure of the condition adversely impacts the character and integrity of surrounding properties, the owner will be required to comply with the condition or obtain a new parking reduction order in accordance with this section. Failure of a condition of a parking reduction order without approval of an amended or new parking reduction order as provided herein shall be a violation of the ULDR.
 11. If a parking reduction application includes the use of an off-site parcel owned by other than the applicant for parking or purposes related to parking, an off-site parking agreement in accordance with Sec. 47-20.18 will be required.
 12. A parking reduction order may be terminated by application of the owner of the property affected by the order to the department if it is shown that parking has been provided which meets the requirements of Sec. 47-20.2 and the use no longer needs a parking reduction. A termination of the parking reduction order shall be executed by the department and recorded in the public records of the county at the applicant's expense. A copy of the recorded order shall be filed with the department by the applicant.
 13. *Appeal.* If a parking reduction application is denied or approved with conditions unacceptable to the applicant, the applicant may appeal to the appropriate City body in accordance with the provisions of Section 47-26, Appeals and Request for Review, as provided on Table 1 in section 47-24, Development Permits and Procedures.
- B. *Central beach parking facility fee.* Parking reductions in the central beach area may be granted by the payment of a parking facility fee in accordance with Sec. 47-12.9
 - C. *Downtown Regional Activity Center.* Uses located within the RAC-CC and RAC-AS districts shall be exempt from the parking required as provided in Sec. 47-20.2. Parking for all other RAC districts shall be required as provided in Table 3 of this Section 47-20
 - D. *Galt Ocean Mile.* All permitted uses except apartments shall receive an exemption of one (1) space for each one thousand (1,000) square feet of plot area on the following lots:

~~1. The lots in the Galt Ocean Mile business area fronting on both sides of N.E. 32nd Street and N.E. 33rd Street from N.E. 32nd Avenue to State Road A-1-A.~~

21. Those lots bounded on the west by the Intracoastal Waterway; on the east by a line one hundred thirty (130) feet east of N.E. 33rd Avenue; on the north by Oakland Park Boulevard; and on the south by Sailfish Lake, the north line of Lot 10, Block 25, and the south line of Lot 1, Block 23; both of Lauderdale Beach Ext. Unit "B," P.B.29, P.32.

E. *H-1 district.* The following legally described land, zoned H-1, is exempt from the parking requirements as provided for in this section:

1. An area in Section 10, Township 50 South, Range 42 East, City of Fort Lauderdale, Broward County, Florida, said area bounded on the north by a line 120 feet north of and parallel with the centerline of S.W. 2nd Street; on the east by S.W. 2nd Street; on the east by S.W. 2nd Avenue; on the south by New River; and on the west by S.W. 5th Avenue.

F. *Northwest-Progresso-Flagler Heights Community Redevelopment Area.* The number of required parking spaces for development within the Northwest-Progresso-Flagler Heights Community Redevelopment Area, may be reduced by the number of on-street parking spaces provided in accordance with the following criteria:

1. The on-street parking space abuts the development site.
2. The on-street parking space is located between the extended property lines of the property applying for the reduction, except, if a parking space straddles two (2) properties owned by different property owners each property may count the space towards required parking.
3. There is a minimum five (5) foot sidewalk along the side of the property abutting the on-street parking spaces which meets City Engineering standards. A sidewalk wider than five (5) feet may be required by the City Engineer if necessary to provide a sidewalk consistent with abutting properties or if necessary to meet Engineering standards.
4. The on-street parking spaces must meet the geometric, drainage and site clearance standards provided in Section 47-20 and such other standards determined to be necessary to provide adequate and safe parking as determined by the City Engineer.
5. The right-of-way abutting the on-street parking spaces has sufficient width as determined by the City Engineer to maintain the on-street parking spaces safely.
6. The on-street parking spaces remain open for use by the public.
7. Street trees are in place along the property abutting the on-street parking spaces in accordance with the requirements of Section 47-21

PARKING CALCULATION COMPARISON & EXAMPLES

CENTRAL BEACH			
USE		RATES	
ULDR Use	Parking Study Use	ULDR Rate	Proposed Rate
Bar, Cocktail Lounge, Nightclub ≤ 4,000 sf	Bar ≤ 4,000 sf	1/65 sf gfa	13.21/1000 sf gfa
Bar, Cocktail Lounge, Nightclub > 4,000 sf	Bar > 4,000 sf	1/30 sf gfa	
Hotel	Hotel (Rooms)	1/room	0.67/room
Not Currently Calculated	Hotel (Meeting Space)	N/A	0.00
Not Currently Calculated	Mixed Use	N/A	3/1000 sf gfa
Not Currently Calculated	Personal Services	N/A	2.5/1000 sf gfa
Professional Office	Office	1/250 sf gfa	1/500 sf gfa
Restaurant with or without drive-thru, ≤ 4,000 sf	Restaurant (less than 4,000 sf)	1/100	7.12/1000 sf gfa
Restaurant with or without drive-thru, > 4,000 sf	Restaurant (over 4,000 sf)	1/30 sf gfa + 1/250 sf Cust Service	8.75/1000 sf gfa
Retail sales, retail service, unless otherwise provided for herein	Retail	1/250	1/500 sf gfa

Parking Calculations Examples:

3500 square foot Bar:

Current Code = 54 Parking Spaces
Propose Code = 46 Parking Spaces

200 Room Hotel:

Current Code = 200 Parking Spaces
Proposed Code = 134 Parking Spaces

6000 square foot Professional Office:

Current Code = 24
Proposed Code = 12

5000 square foot Retail

Current Code = 20
Proposed Code = 10

PARKING CALCULATION COMPARISON & EXAMPLES

SUNRISE LANE			
USE		RATES	
ULDR Use	Parking Study Use	ULDR Rate	Proposed Rate
Bar, Cocktail Lounge, Nightclub ≤ 4,000 sf	Bar ≤ 4,000 sf	1/65 sf gfa	14.22/1000 sf gfa
Bar, Cocktail Lounge, Nightclub > 4,000 sf	Bar > 4,000 sf	1/30 sf gfa	
Hotel	Hotel (Rooms)	1/room	0.67/room
Not Currently Calculated	Mixed Use	N/A	3/1000 sf gfa
Not Currently Calculated	Personal Services	N/A	3.75/1000 sf gfa
Professional Office	Office	1/250 sf gfa	1/500 sf gfa
Restaurant with or without drive-thru, ≤ 4,000 sf	Restaurant (less than 4,000 sf)	1/100	6.67/1000 sf gfa
Restaurant with or without drive-thru, > 4,000 sf	Restaurant (over 4,000 sf)	1/30 sf gfa + 1/250 sf Cust Service	8.33/1000 sf gfa
Retail sales, retail service, unless otherwise provided for herein	Retail	1/250	1/500 sf gfa

Parking Calculations Examples:

3500 square foot Bar:

Current Code = 54 Parking Spaces
Propose Code = 50 Parking Spaces

200 Room Hotel:

Current Code = 200 Parking Spaces
Proposed Code = 134 Parking Spaces

6000 square foot Professional Office:

Current Code = 24
Proposed Code = 12

5000 square foot Retail

Current Code = 20
Proposed Code = 10

PARKING CALCULATION COMPARISON & EXAMPLES

NORTH BEACH/"GALT"			
USE		RATES	
ULDR Use	Parking Study Use	ULDR Rate	Proposed Rate
Bar, Cocktail Lounge, Nightclub ≤ 4,000 sf	Bar ≤ 4,000 sf	1/65 sf gfa	14.22/1000 sf gfa
Bar, Cocktail Lounge, Nightclub > 4,000 sf	Bar > 4,000 sf	1/30 sf gfa	
Financial Institution	Financial	1/250 sf gfa	3.06/1000 sf gfa
Not Currently Calculated	Mixed Use	N/A	4.5/1000 sf gfa
Not Currently Calculated	Personal Services	N/A	2.24/1000 sf gfa
Professional Office	Office	1/250 sf gfa	2.87/1000 sf gfa
Restaurant with or without drive-thru, ≤ 4,000 sf	Restaurant (less than 4,000 sf)	1/100	9.28/1000 sf gfa
Restaurant with or without drive-thru, > 4,000 sf	Restaurant (over 4,000 sf)	1/30 sf gfa + 1/250 sf Cust Service	
Retail sales, retail service, unless otherwise provided for herein	Retail	1/250	3/1000 sf gfa

Parking Calculations Examples:

3500 square foot Bar:

Current Code = 54 Parking Spaces
Propose Code = 50 Parking Spaces

4000 square foot Financial Institution

Current Code = 16
Proposed Code = 11

6000 square foot Professional Office:

Current Code = 24
Proposed Code = 12

5000 square foot Retail

Current Code = 20
Proposed Code = 15