



REQUEST: Amend City of Fort Lauderdale Unified Land Development Regulations (ULDR); Amending Section 47-20.3.A.4, Parking Reductions and Exemptions Review Process and 47-20.3.F, Northwest-Progresso-Flagler Heights Community Redevelopment Area

This amendment creates specific provisions to allow a simplified parking reduction process for non-residential properties located in the Central City Community Redevelopment Area (CRA) similar to the provision that already applies in the Northwest-Progresso-Flagler Heights CRA. The amendment would also allow on-street parking abutting non-residential properties in the Central City CRA to count toward the abutting property's parking requirements.

Case Number	T17004	
Applicant	City of Fort Lauderdale	
ULDR Sections	47-20.3.A.4, Parking Reductions and Exemptions Review Process and 47-20.3.F, Northwest-Progresso-Flagler Heights Community Redevelopment Area	
Notification Requirements	10-day legal ad	
Action Required	Recommend approval or denial to City Commission	
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BACKGROUND:

The City has been working with the community to improve conditions and revitalize properties in the Central City Community Redevelopment Area (CRA) for some time with the intent that it becomes a highly desirable, successful and thriving area. Redevelopment goals include providing increased redevelopment opportunities, including improving existing and promoting new businesses, mixed use and transit oriented development with a special focus on the Sunrise Boulevard, NE 13th Street, NE 4th Avenue and the Florida East Coast (FEC) Railway corridors.

Since many properties around NE 13th Street and the FEC corridor were originally developed with minimum parking standards, applicants generally have difficulty to provide the current parking standards established in the City's Unified Land Development Regulations (ULDR). This potentially limits the ability of these properties to adapt with new uses as the area begins to redevelop. By comparison, the zoning for several other commercial corridors in similar contexts in the City has evolved and associated parking regulations allow for certain low scale redevelopment to happen. These areas include the South Andrews Avenue and Sistrunk Boulevard corridors, as well as Progresso Village.

A broader rezoning analysis for the Central City CRA which includes the NE 13th Street corridor is currently ongoing. However, this effort will take time to study to result in a final outcome that is supported by the area's neighbors and businesses. In the interim, staff is proposing a short term solution to help reuse the commercial businesses in this area, by simplifying the parking reduction process in the Central City CRA area, while keeping the existing parking standards.

The amendment will require the same parking reduction analysis as currently provided for in the code to determine if there are sufficient parking options and criteria are met. It would however eliminate the long approval process to obtain a parking reduction and will save time and resources making it more feasible for applicants to initiate redevelopment opportunities and facilitate reuse of existing structures. This amendment will also include a provision to allow on-street parking directly in front of the businesses to count toward the parking requirement.

The proposed code language would be amended as follows:

ULDR Section 47-20.3.A.4 – Parking Reduction and Exemptions Review Process

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 [Section 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 or on property with non-residential zoning located within the Central City Community Redevelopment Area, shall require Site Plan Level II approval as provided in [Section 47-24.2](#).

The intent of this amendment is to simplify the parking reduction process for non-residential properties in the Central City CRA similar as exists for the Northwest-Progresso-Flagler Heights CRA. The change does not amend the actual parking standards or change the site plan review process for the use itself. Therefore, if an applicant was proposing a conditional use or seeking to rebuild on a subject parcel, the development project would still be subject to a higher level site plan review as provided for in the ULDR.

A standard parking reduction, as established in ULDR Section 47-20.3, Parking Reductions and Exemptions, requires Site Plan Level III (Planning and Zoning Board) review and approval. This is a costly and time-consuming effort for the type of low-scale reuse and redevelopment anticipated to generate redevelopment in the area.

The amendment would still require an applicant to demonstrate the justification for the parking reduction by meeting the code criteria and providing justification. The proposal would therefore still be subject to the scrutiny of technical criteria, but with a simplified review process.

In order to make the new amendments consistent for both the Central City and the Northwest-Progresso-Flagler Heights CRAs, the following code language is also proposed:

ULDR Section 47-20.3.1 - Northwest-Progresso-Flagler Heights Community Redevelopment Area and Central City Community Redevelopment Area

The number of required parking spaces for development within the Northwest-Progresso-Flagler Heights Community Redevelopment Area and abutting non-residential properties located within the Central City 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-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.

As can be seen from the code language included above, these parking reduction review provisions already apply to properties in the Northwest-Progresso-Flagler Heights CRA. The section allows for on-street parking, directly in front of parcel to count toward its parking requirements. This is useful for existing buildings that have developed with few or no parking spaces. It also serves to improve the quantity and condition of on-street parking in the area. The seven criteria ensure that the parking is an asset to the surrounding community by providing improved parking and pedestrian conditions along with assisting with the reuse of many existing buildings.

PUBLIC OUTREACH:

As part of the process to prepare the proposed amendments, the following outreach efforts were incorporated to date:

Staff presented the proposal to the Central City CRA Board at their monthly meeting on May 3, 2017. The Board discussed the item and recommended 7-1 to approve the amendment to apply the parking reduction criteria to the entire CRA area.

Staff also presented the proposed regulations at the Council of Fort Lauderdale Civic Associations on June 13, 2017. The consensus of the members was generally supportive of the amendment. One of the concerns raised was about applying the parking reduction to all properties within the Central City CRA. A discussion ensued as to whether residential properties should be included in this amendment. As a result of this discussion, staff refined the request to only apply the change to non-residential properties in the Central City CRA.

In addition to these meetings, staff emailed the presidents of civic associations that either fall within the boundary of the Central City CRA or are adjacent to it. The South Middle River Civic Association (SMRCA) was the only individual association to request an additional meeting. On July 25, 2017 staff presented the proposal to SMRCA and, by a hand vote, overwhelmingly recommended to support the request.

Comprehensive Plan Consistency:

The proposed amendments are consistent with the City's Comprehensive Plan. Some specific Goals, Objectives and Policies are as follows:

ELEMENT:	Future Land Use Element
GOAL:	Goal 1
OBJECTIVE:	Objective 1.32: Guiding Growth to Discourage Sprawl and Encourage Transit

Direct growth to the designated Urban Redevelopment/Downtown Revitalization Area in order to discourage urban sprawl, maximize the use of existing public facilities and centralize commercial, governmental, retail, residential, and cultural activities.

This ULDR amendment is part of the *Press Play Fort Lauderdale Strategic Plan 2018* initiative, included in the *Neighborhood Enhancement* Cylinder of Excellence, specifically advancing:

Goal 6: Be an inclusive community made up of distinct, complementary, and diverse neighborhoods.

Objective 1: Evolve and update the land development code to balance neighborhood quality, character, and livability through sustainable development.

EXHIBITS:

1. Proposed Ordinance

