





REQUEST: Amend City of Fort Lauderdale Unified Land Development Regulations (ULDR); Adding Section 47-20.3.G, Reductions and Exemptions; Required Guest Parking for Townhouse/Cluster/Coach Home Developments

This amendment creates specific provisions that will allow townhouse, cluster and coach home developments to count on-street parking spaces abutting a development site to count toward guest parking requirements.

Case Number	T17003	
Applicant	City of Fort Lauderdale	
ULDR Sections	47-20. 3.G Townhouse/Cluster/Coach Homes On-Street Guest Parking	
Notification Requirements	10-day legal ad	
Action Required	Recommend approval or denial to City Commission	
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BACKGROUND:

On March 7, 2017, the City Commission adopted Ordinance C-17-02 which adopted key code amendments to address more positive redevelopment throughout the City's residential neighborhoods, as it relates to Cluster, Townhomes, Duplex and Two-family Dwellings. These changes were collectively known as the Neighborhood Design Criteria Revisions (NDCR).

One of the changes affected Section 47-20.2.D, the Table of Parking and Loading Zone Requirement. The new standard requires all cluster, townhouse and coach home development with five or more units to provide 0.25 guest parking spaces per unit. For example, a five unit development requires one guest parking space and a six unit development requires two guest parking spaces. The standard in the ULDR is listed below:

Townhouse/cluster / coach homes with five or more units	2 per dwelling unit + 0.25/dwelling unit designated for guest parking
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At the adoption reading of the ordinance, the City Commission recommended to allow on-street parking spaces directly abutting the development site to count toward the guest parking requirements for the private property. A similar provision is allowed for development in the Northwest Progresso Flagler Heights Community Redevelopment Area (NPF-CRA) and various community members had voiced support of this provision, but since this element was not specifically included in the original NDCR effort, staff is processing the request as a separate text amendment.

The amendment will allow the use of the on-street parking to count towards the guest parking requirement, when certain standards as identified further herein are met. The proposed language is listed below and included as Exhibit 1.

During the public outreach for the NDCR effort, a number of neighbors and developers suggested allowing on-street parking to count toward the proposed guest parking standards. At the time, the Smart Growth Partnership provided a letter supporting the idea, encouraging counting on-street parking as a part of the overall parking requirements as a way to promote on-street parking and the sidewalk, tree and drainage improvements that are associated with it. The letter is attached as Exhibit 2.

Section 47-20.3.G. Townhouse/Cluster/Coach Homes On-Street Guest Parking

The number of required guest parking spaces for Townhouse/cluster/coach home developments with five or more units, 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.

Staff is proposing this language to address the amendments made to the NDCR ordinance at the adoption reading.

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 1.19: Neighborhood Compatibility
POLICY:	Policy 1.19.4: Continue to evaluate and revise existing zoning in established single-family neighborhoods to be consistent with existing density, scale and intensity.
ELEMENT:	Housing Element
GOAL:	Goal 1
OBJECTIVE:	Objective 1.1: Enhance neighborhood preservation goals.
POLICY:	Policy 1.1.5: Utilize the neighborhood compatibility criteria and other appropriate regulations to maintain or improve the quality of housing in established residential areas.
POLICY:	Policy 1.1.7: Promote neighborhood compatibility strategies and include appropriate regulations within the ULDR.

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
 2. Smart Growth Partnership Letter of Support
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