



REQUEST: Amend City of Fort Lauderdale Unified Land Development Regulations (ULDR) to Implement Off-Street Compact Parking and Off-Street and On-Street Motorcycle/Scooter Parking.

Case Number	T18002
Applicant	City of Fort Lauderdale
ULDR Section	Section 47-20, Parking and Loading Requirements
Notification Requirements	10-day legal ad
Action Required	Recommend approval or denial to City Commission
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BACKGROUND:

The proposed amendment is intended to allow for design flexibility to accommodate unique situations and promote a more efficient approach to parking requirements. Recognizing that the City offers a dynamic, multi-modal environment, staff is continually analyzing and researching ways to implement improvements in respect to design standards that promote positive redevelopment. Staff is proposing to provide standards for compact vehicles, as well as motorcycle and scooter parking, while setting forth maximum allowances and dimensions.

The proposed amendment is intended to ensure that parking accommodations recognize the value of land versus the use of land aspects and provide balance for flexible site plan and parking garage design, as well as parking accommodations for other modes of transportation. It is also important to recognize that changes in vehicle typologies, market trends, and technological advancements influence the built environment. The proposed amendment is intended to include provisions to address compact vehicles, as well as motorcycle and scooter parking, while ensuring that parking design continues to address safety, efficiency and convenience aspects for vehicles and pedestrians alike.

PRIOR REVIEWS:

The proposed ordinance was originally presented to the Planning and Zoning Board (PZB) on March 21, 2018. The Board deferred the item to this meeting in order to obtain additional data that will provide further support for the proposed depth of the compact parking space, as well as the percentage of the required parking for both compact and motorcycle/scooter parking. The PZB minutes from the March 21, 2018, meeting is attached hereto as **Exhibit 1**.

ANALYSIS:

The need to accommodate compact parking spaces has been a topic of discussion over a number of years in the City of Fort Lauderdale and dates back to circa 1970's and 1980's when policies were initially put in place to allow up to 35% of required parking for compact spaces, with a typical compact parking space size of 7 feet, 6 inches wide by 15-feet in length. Currently ULDR, Section 47-20.11.B allows compact parking spaces in parking garages that have existing compact spaces, at the size of 7 feet, 6 inches wide by 15-feet in length, when located within a parking exempt area of the Downtown Regional Activity Center – City Center (RAC-CC) or Downtown Regional

Activity Center – Arts and Science (RAC-AS) zoning districts. The provision includes accommodations for parking garages that may be expanded by the addition of one or more parking floors to include compact sized spaces, subject to specific requirements such as the existing garage proposed to be expanded is built to structurally support the proposed addition as certified by a structural engineer and additional floors need to be built on the same footprint as the existing garage.

In performing the research that led to this proposed amendment, staff obtained feedback from the Planning Advisory Services (PAS) of the American Planning Association (APA), which revealed that relatively few cities of similar scale prohibit compact parking spaces. In fact, in downtown areas or other pedestrian and transit-oriented districts (TODs), cities often permit higher percentages of compact spaces, as much as 50% of the required parking, and up to 75% when a site is located within a designated Community Redevelopment Area (CRA), such as the City of Deerfield Beach. Several examples of South Florida cities that utilize compact parking provisions include the following:

CITY	PARKING SPACE LENGTH	PERCENT OF REQUIRED PARKING
Town of Davie	9 feet X 15 feet	25%
City of Pompano	8 feet, 6 inches X 16 feet	20%
City of Deerfield Beach	9 feet X 18 feet	50% (75% within CRA)
City of Delray Beach	8 feet X 16 feet	30%
West Palm Beach	8 feet X 16 feet	20-100 spaces 25% 100+ spaces 30%

In a dense, urban core area, where parking garages are a primary means to accommodate parking needs, the flexibility of utilizing compact parking spaces can help resolve certain difficult design situations. For example, to address large parking podiums and utilize space in the facility more efficiently, where structural elements such as columns can interfere with design-layout of parking spaces, while at same time in certain circumstances, potentially reduce excessive building mass or the amount of inactive parking facades.

In other areas of the City where surface parking lots and vehicles typically dominate the environment, often at the expense of stronger pedestrian accommodations and enhanced visual interest, designing compact parking can allow design professionals the flexibility to rededicate some of the paved areas into more open space or landscape/pervious areas. This in return can add sustainability benefits by reducing the heat island effect, stormwater runoff, and possibly accommodating more trees and more drainage areas. Staff is proposing to allow for off-street compact spaces with a parking space size of 8 feet, 8 inches wide by 16 feet in length and up to 20% of the total number of required parking.

Additionally, staff is also proposing to allow for off-street and on-street motorcycle/scooter parking in order to promote other modes of transportation and recognize individual preferences for utilizing various modes of transportation, with the added benefit of increasing the efficiency of on-street and off-street parking spaces in certain contexts where motorcycles and scooters can be accommodated.

In performing the research that led to the proposed amendment, staff obtained feedback from the PAS of the APA, which revealed that several cities permit motorcycle parking to substitute for a percentage of any required parking, without specifying limitations on use. In municipalities like the City of Miami Beach an incentive

is offered for residents that own motorcycles and scooters through a parking permit program. Cities including San Francisco, Tampa, Jacksonville, and Orlando have adopted ordinances to permit motorcycle and scooter parking. The City of Fort Lauderdale is located in an area where the use of motorcycles and scooters is a less-expensive, sustainable and viable year-round mobility option. Staff did further research and found that in 2016, approximately 7% of registered vehicles in the Florida were motorcycles. To review the 2016 Automobile and Motorcycle Registrations in the U.S data please refer to **Exhibit 2**.

AMENDMENT SUMMARY & EVALUATION:

Off-Street Compact Parking

Originally staff proposed to allow up to 35% of the total number of required parking to allow for off-street compact spaces, with a parking space size of 8 feet, 8 inches wide by 15 feet in length. After further discussion with the Board, research and review, majority of the cities that were researched that are located in the South Florida region allows less than 30% of required parking to be off-street compact parking space with 16 feet in length for off-street compact spaces. As a result of the research, staff is proposing to allow up to 20% of the total number of required parking to include off-street compact spaces, with a parking space size of 8 feet, 8 inches wide by 16 feet in length.

It is important to note that the proposed amendment will not impact the width of the spaces, as it has been recognized that a major concern with compact spaces is the reduced width, which often results in limited area to opening doors.

Motorcycle/Scooter Parking

Originally staff proposed off-street parking for motorcycle/scooter for any nonresidential use at 1 out of every 10 standard parking spaces can be converted to motorcycle parking, up to a maximum of 6 standard parking spaces (providing 12 motorcycle/scooter spaces), as seen below in **Figure 1**. If staff proposed 7% of required parking to be motorcycle/scooter parking, based on the data collected from Exhibit 2, more standard parking spaces will be converted to motorcycle/scooter parking. For example, if a parking lot that has 100 parking spaces is allowed to convert 7% of the standard parking to motorcycle/scooter parking, the result will be 7 standard parking spaces converted (providing 14 motorcycle spaces). If the allowed conversion to motorcycle/scooter parking is 1 for every 10 parking space up to a maximum of 6 parking spaces, then only 6 will be allowed, therefore staff is still proposing off-Street parking for motorcycle/scooter for any nonresidential use at 1 out of every 10 standard parking spaces can be converted to motorcycle parking, up to a maximum of 6 standard parking spaces in order to maximize the amount of standard parking spaces that can be converted to motorcycle/scooter parking

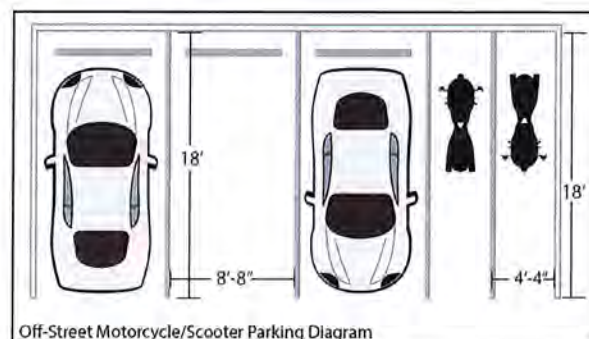


Figure 1

On-street motorcycle/scooter parking may be perpendicular to the curb with a minimum dimension of 4 feet in stall width and 8 feet, 8 inches in stall length. Motorcycle/scooter parking spaces must be identified or designated through the use of signage or pavement markings.

To review the proposed text amendment, please refer to **Exhibit 3**.

PUBLIC OUTREACH

Staff provided a background information outlining the proposed amendment to the Council of Fort Lauderdale Civic Associations (CFLCA).

COMPREHENSIVE PLAN CONSISTENCY:

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

ELEMENT:	Future Land Use Element
GOAL:	Goal 1
OBJECTIVE:	Objective 1.42: Transit Oriented Corridor
POLICY:	Policy 1.42.8: Vehicle parking strategies that encourage and support transit usage (such as parking that does not front the street; shared parking, parking structures, and/or reduced parking ratios).

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 1: Be a pedestrian friendly, multimodal City.

Objective 2: Improve pedestrian, bicyclists, and vehicular safety.

PLANNING & ZONING BOARD REVIEW OPTIONS:

The PZB, in its capacity as the Local Planning Agency, shall determine whether the proposed amendments are 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.

EXHIBITS:

1. March 21, 2018 PZB Minutes
2. 2016 Automobile and Motorcycle Registrations in the U.S.
3. Proposed ULDR Amendment