CITY OF FORT LAUDERDALE

PLANNING AND ZONING BOARD
CITY OF FORT LAUDERDALE
CITY HALL – CITY COMMISSION CHAMBERS
100 NORTH ANDREWS AVENUE
FORT LAUDERDALE, FLORIDA
WEDNESDAY, MARCH 21, 2018 – 6:30 P.M.

Cumulative

		June 2017-May 2018	
Board Members	**Attendance**	**Present**	**Absent**
Leo Hansen, Chair (dep. 7:30)	P	10	0
Catherine Maus, Vice Chair	P	9	1
John Barranco	P	10	0
Brad Cohen	P	1	0
Howard Elfman	P	9	1
Mary Fertig (arr. 6:37)	P	1	0
Rochelle Golub	P	9	1
Richard Heidelberger	P	7	3
Alan Tinter	P	9	1

It was noted that a quorum was present at the meeting.

Staff
Ella Parker, Urban Design and Planning Manager
Shari Wallen, Assistant City Attorney
Lynn Solomon, Assistant City Attorney
Chris Cooper, Deputy Director, Department of Sustainable Development
Karlanne Grant, Urban Design and Planning
Jim Hetzel, Urban Design and Planning
Randall Robinson, Urban Design and Planning
Mohammed Malik, Zoning Administrator
Tricia Logan, Historic Preservation Planner
Benjamin Restrepo, Department of Transportation and Mobility
Brigitte Chiappetta, Recording Secretary, Prototype, Inc.

Communications to City Commission

None.

I. CALL TO ORDER / PLEDGE OF ALLEGIANCE

Chair Hansen called the meeting to order at 6:30 p.m. and all recited the Pledge of Allegiance. The Chair introduced the Board members present, and Urban Design and Planning Manager Ella Parker introduced the Staff members present.

II. APPROVAL OF MINUTES / DETERMINATION OF QUORUM

requirement, greater separation between units, grouping of amenities, and frontage of Unit 5.

Ms. Golub also expressed concern that there are too many units on the property, pointing out that the backout parking on the site contributes to a lack of sidewalks in the area.

Mr. Barranco noted that the Applicant has addressed most of the Board's concerns from the June 2017 meeting while preserving historic buildings and ensuring circulation. He felt smaller details could be easily resolved through the City's Building Department.

Ms. Fertig commented that she would have expected the project to go before the Historic Preservation Board (HPB) once again before coming to the Planning and Zoning Board. Chair Hansen agreed that he would have liked to hear the HPB's comments prior to tonight's meeting. Ms. Parker recalled that the Item was brought before Planning and Zoning first because this Board had raised specific concerns with the project, but could be brought back to Planning and Zoning following a hearing by the HPB if that is the Board's desire.

Motion made by Vice Chair Maus, seconded by Mr. Tinter, to defer to a time after the HPB has had an opportunity to review the project. In a roll call vote, the **motion** passed 5-4 (Mr. Barranco, Mr. Cohen, Mr. Elfman, and Mr. Heidelberger dissenting).

Zoning Administrator Mohammed Malik addressed the square footage requirements cited by Mr. Tinter during discussion of Item 1, explaining that Staff determined the two historic units were not considered as part of the site's overall size because they are existing nonconforming units. He confirmed that the requirement for 2500 sq. ft. per unit does exist for cluster developments if the nonconforming nature is not taken into consideration.

Mr. Tinter asserted that if the two historic structures were not considered, the fenced area around these buildings would still be less than 2500 sq. ft. Ms. Parker replied that Staff would clarify this aspect further when the Item is presented to the Board again in the future. In the absence of the two historic structures, the lot size would allow for the construction of 10 units.

Chair Hansen left the meeting at 7:30 p.m. Vice Chair Maus assumed the position of Chair at this time.

4. CASE:	**T18002**
REQUEST: *	Amend City of Fort Lauderdale Unified Land Development Regulations (ULDR) Amending Section 47-20, Parking and Loading Requirements to Implement Off-Street Compact Parking and Off-Street and On-Street Motorcycle/Scooter Parking

APPLICANT:	City of Fort Lauderdale
PROJECT NAME:	Compact and Motorcycle/ Scooter Parking Standards
GENERAL LOCATION:	City-Wide
CASE PLANNER:	Karlanne Grant

Karlanne Grant, representing Urban Design and Planning, showed a PowerPoint presentation to the Board, explaining that the proposed Text Amendment addresses compact and motorcycle/scooter parking while ensuring safety, efficiency, and convenience for vehicles and pedestrians.

Past policies regarding compact parking allowed up to 35% of required parking to be compact parking, with dimensions of 7 ft. 6 in. x 15 ft. The provision currently in Code, however, only allows for compact vehicles within Regional Activity Centers (RACs), the City Center, and the Arts/Science Center. Staff has conducted research to determine the average compact parking requirements across the nation, which show that only a few cities of similar scale to Fort Lauderdale prohibit compact parking. In some Downtown areas, up to 100% of parking may be compact parking.

In a dense urban core area, where parking garages are a primary means to accommodate parking, Staff hopes to offer the flexibility of compact parking spaces to help resolve difficult design standards, such as the positioning of columns within parking facilities. Ms. Grant reviewed statistics from 2008-2018, noting that cars have remained nearly the same size during this time frame. Within a less dense area, the implementation of compact parking would allow for more landscaping and possible assistance with pervious areas. Staff research also determined that some cities would allow for motorcycle/scooter parking to be part of the parking requirements.

Staff proposes that compact parking spaces retain the same width as standard parking, which is 8 ft. 8 in.; however, the depth of these spaces would be reduced from 18 ft. to 15 ft. For motorcycle parking, off-street spaces would split the size of a standard parking space in half, allowing for two motorcycle spaces. For on-street spaces, motorcycle/scooter parking would be perpendicular to the curb, which could provide five to six spaces.

If approved by the Board, the proposed Amendment would go before the City Commission for first reading in May or June 2018.

Ms. Golub asked if the City plans to retain the 35% rule for compact spaces. Ms. Grant confirmed this, further explaining that motorcycle parking would be counted toward parking requirements for any use; however, the inclusion of motorcycle or scooter parking itself would not be a parking requirement. Mr. Mohammed Malik, Zoning Administrator characterized this as a voluntary requirement which would benefit

developers, as a single standard parking space could now be made into two motorcycle spaces.

Ms. Grant further clarified that a developer may not take more than a certain percentage of required parking spaces and use them for motorcycle/scooter parking. There is a maximum of 10 off-street motorcycle spaces for any non-residential use. Only up to six standard parking spaces may be converted for motorcycle parking.

Mr. Tinter commented that he was not in favor of the 15 ft. depth of the proposed spaces, as approximately 85% of cars are 17 ft. 2 in. in size. He asked if Staff has conducted research regarding how many vehicles currently on the road would fit into a 15 ft. parking space. He also pointed out that vehicles other than "smart cars" may try to fit into compact spaces, resulting in significant extension past their boundaries.

Benjamin Restrepo, representing the Department of Transportation and Mobility, advised that the compact car market constitutes 16% of North American car sales. Subcompact cars are smaller than 14 ft. in length. He estimated that the total market for both sizes may be as high as 21%. Mr. Tinter reiterated that most compact cars have lengths so close to 15 ft. that they would not fit comfortably into 15 ft. spaces.

Mr. Restrepo advised that the Board may amend the proposal to make the length of spaces 16 ft. if they wish; however, he noted that the Amendment is aimed at compact and subcompact vehicles rather than mid-sized cars. Part of its intent is to incentivize residents to purchase smaller cars in recognition of environmental needs.

Mr. Tinter recommended that the requirement for compact parking spaces be lowered from 35% to 10% in recognition of the compact market share. Mr. Restrepo replied that he would not want to decrease this percentage below 16% and would encourage the Board to round this figure to 20%, which is consistent with neighboring cities such as Pompano Beach.

Ms. Fertig also felt the current 35% rule is too high, and encouraged Staff to determine a percentage that will include motorcycle/scooter spaces as well.

Mr. Elfman did not feel provision of more compact spaces was an incentive to the public to drive smaller cars, and requested further clarification of how motorcycle spaces would count toward parking requirements. Ms. Grant explained that for a 1000 ft. retail space, the current requirement is for one parking space for every 250 sq. ft. The motorcycle spaces would count toward this requirement at the discretion of the developer. She added that this could help smaller businesses that might otherwise have to appear before the Board to request a parking reduction for a very few spaces.

Vice Chair Maus expressed concern that a developer might choose to manipulate the Amendment by dividing standard spaces into motorcycle/scooter spaces. Ms. Grant pointed out that only one compact space for every 10 standard spaces, with a cap of

six, could be converted. She also characterized the Amendment as an incentive for developers seeking a change of use.

Mr. Heidelberger asked if the Amendment would establish any type of administrative action from Code Enforcement if people with standard-sized cars park in compact spaces that do not fit them properly. Mr. Malik replied that Code Enforcements may issue tickets to cars that extend beyond compact spaces. Mr. Heidelberger noted, however, that in a private parking lot, there would be no repercussions for vehicles larger than compact spaces.

There being no further questions from the Board at this time, Vice Chair Maus opened the public hearing.

Courtney Crush, private citizen, stated that most commercial builders expect to be able to include a percentage of compact car parking. Residential builders, particularly those who target millennials, are also looking at this trend, which could make garages smaller and provide more space for landscaping.

As there were no other individuals wishing to speak on this Item, Vice Chair Maus closed the public hearing and brought the discussion back to the Board.

Ms. Fertig recommended that Staff conduct further research to determine the number of compact vehicles driven, as well as demographic information about the drivers, before amending Code. She also felt the 10% allowance of motorcycle spaces was too much. She concluded that the Item should be deferred pending additional research on the appropriate number of spaces for both compact vehicles and motorcycles/scooters.

Motion made by Ms. Fertig, seconded by Mr. Elfman, to defer until the research is done.

Vice Chair Maus agreed that the Board needs more information on the Item, and suggested that Staff consider adjusting its figures; however, she felt this could be done before the Item is addressed by the City Commission. Mr. Tinter added that Staff's proposed research should include information on the dimensions required for compact parking by other cities.

In a roll call vote, the **motion** passed 6-2 (Vice Chair Maus and Mr. Cohen dissenting).

Ms. Parker clarified that the Item would be deferred until the May 16, 2018 meeting.

V. COMMUNICATION TO THE CITY COMMISSION

None.

VI. FOR THE GOOD OF THE CITY OF FORT LAUDERDALE

Ms. Golub requested additional clarification regarding voting procedures, asking if the Board may now frame a motion to disapprove a project rather than only to approve it. Assistant City Attorney Shari Wallen advised that the Board may vote to deny or disapprove an Item. Staff is working to prepare a Resolution that will further clarify this issue.

There being no further business to come before the Board at this time, the meeting was adjourned at 8:05 p.m.

Any written public comments made 48 hours prior to the meeting regarding items discussed during the proceedings have been attached hereto.

Catherine Manss

Chair

Brigitte Chiappetta

Prototype

[Minutes prepared by K. McGuire, Prototype, Inc.]