CITY OF FORT LAUDERDALE
City Commission Agenda Memo **#18-0770**
REGULAR MEETING

TO: Honorable Mayor & Members of the Fort Lauderdale City Commission

FROM: Lee R. Feldman, ICMA-CM, City Manager

DATE: August 21, 2018

TITLE: Ordinance Amending Unified Land Development Regulations (ULDR) to Implement Off-Street Compact Parking and Off-Street and On-Street Motorcycle/Scooter Parking

Recommendation

It is recommended the City Commission adopt an ordinance amending the City of Fort Lauderdale, Unified Land Development Regulations (ULDR) to Implement Off-Street Compact Parking and Off-Street and On-Street Motorcycle/Scooter Parking.

Background

The need to accommodate compact parking spaces has been a topic of discussion over a number of years and dates back to the1970's when policies were initially put in place to allow up to 35% of required parking to be constructed as compact spaces, with a typical size of 7 feet, 6 inches wide by 15 feet in length. Currently, Section 47-20.11.B of the ULDR 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.

The proposed ordinance was originally presented to the Planning and Zoning Board (PZB) on March 21, 2018. The Board deferred the item to May 16, 2018, in order to obtain additional data that will support the proposed depth of a 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 as Exhibit 1. After completing additional research, staff took the item back to PZB for consideration on May 16, 2018, and the Board recommended approval (7-0) of the ordinance to the City Commission with the condition to evaluate the proposed maximum number of off-street standard parking spaces to be converted for off-street motorcycle spaces and to consider reducing and evaluating criteria for off-street motorcycle parking in multifamily residential areas. The staff report and minutes from the May 16th PZB meeting are attached as Exhibit 2 and Exhibit 3**.**

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 X15 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 X16 feet	30%	
West Palm Beach	8 feet X 16 feet	20-100 spaces 25%	100+ spaces 30%

Additionally, staff is 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.

The research from the PAS of the APA revealed that several cities permit motorcycle parking to substitute for a percentage of any required parking, without specifying limitations on use. In municipalities like Miami Beach an incentive is offered for neighbors 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. 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 Florida were motorcycles. To review the 2016 Automobile and Motorcycle Registrations in the U.S data please refer to Exhibit 4.

The following is a summary and evaluation of the proposed amendment:

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 PZB, along with additional research and review, it was found that a majority of the cities researched that are located in the South Florida region allow less than 30% of required off-street parking to be configured as compact parking with dimensional requirements of 16 feet in length. 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 that would permit one out of every ten standard parking spaces to be converted to motorcycle parking, up to a maximum of six standard parking spaces (providing twelve motorcycle/scooter spaces), as seen below in Figure 1. When staff did further research to use a percentage and apply 7% based on the data collected from Exhibit 4, more standard parking spaces will be converted to motorcycle/scooter parking. This was not the original intent, therefore staff is still proposing off-street parking for motorcycle/scooter for any nonresidential use at one out of every ten standard parking spaces to be converted to motorcycle parking, up to a maximum of six standard parking spaces in order to maximize the amount of standard parking spaces that can be converted to motorcycle/scooter parking.

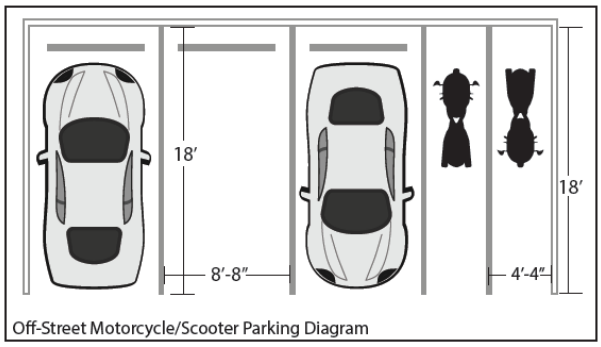


Figure 1

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.

As stated above, the PZB recommended approval to the City Commission of the draft ordinance with a condition to have staff evaluate the proposed criteria for off-street motorcycle parking. However, after doing an evaluation of the request, staff did not include the conditions as part of the amendment. Staff believes that reducing the amount of off-street standard parking to be converted to motorcycle parking from six to a lower number will limit the design flexibility to accommodate unique situations and promote a more efficient approach to parking requirements as well as limiting other opportunities that are beneficial such as location of landscaping. Staff also did not pursue the condition to evaluate criteria for off-street motorcycle parking in multi-family residential areas because demand is not warranted.

Public Outreach
As part of the process to adopt the proposed amendments, staff provided background information to the President of the Council of Fort Lauderdale Civic Associations (CFLCA).

Resource Impact
There is no fiscal impact associated with this action.

Strategic Connections
This item is a *Press Play Fort Lauderdale Strategic Plan 2018* initiative, included within the Neighborhood Enhancement Cylinder of Excellence, specifically advancing:

Goal 1: Be a pedestrian friendly, multimodal City.
Objective 2: Improve pedestrian, bicyclists, and vehicular safety.

This item advances the *Fast Forward Fort Lauderdale 2035 Vision Plan*: We Are Community.

Attachments
Exhibit 1 – March 21, 2018 PZB Minutes
Exhibit 2 – May 16, 2018 PZB Staff Report
Exhibit 3 – May 16, 2018 PZB Minutes
Exhibit 4 - U.S. Automobile and Motorcycle 2016 Florida Registration
Exhibit 5 – Ordinance

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