

## Karlanne Grant

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**From:** Karlanne Grant  
**Sent:** Tuesday, October 09, 2018 1:34 PM  
**To:** 'Ronald Centamore'  
**Subject:** Proposed Affordable Housing Parking Provisions Text Amendment

Good afternoon, Ron.

This memo intends to provide an update to the Council of Fort Lauderdale Civic Associations on current initiatives being undertaken by the City of Fort Lauderdale Department of Sustainable Development. The City welcomes any comments or suggestions you may have. In addition, staff is available to meet to answer any questions.

### Item

Proposed Text Amendment - Amend City of Fort Lauderdale Unified Land Development Regulations (ULDR) to create a standard parking requirement for affordable housing units, permit parking reductions for affordable housing developments, and provide a review process for parking reductions for affordable housing applications

### Background

Limited supply and high demand for affordable housing options have been identified as priority issues by the City Commission as part of the City's Annual Action Plan for Fiscal Year 2019. In recognizing that there are various components that contribute to this significant issue, staff has started to look at various approaches to help address the concern. As an initial small and practical step, staff looked at parking demands for affordable housing and recognized that there is supporting evidence to indicate that parking requirements can be a significant burden on lower-income households.

The proposed amendment is intended to allow for more realistic parking accommodations for affordable housing development. The need to recognize separate parking provisions for affordable housing projects based on the context and supporting calculations on a given development scenario, which may differ from ULDR requirements, has been recognized as an appropriate solution to address parking for affordable housing projects. Staff looked at prior variances and parking reduction studies that indicate several prior examples of affordable housing developments that did not require the standard parking requirements as provided in the City's ULDR and that the variance process can be a costly and time consuming effort for affordable housing projects to undergo.

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, however currently the ULDR only allows parking reductions for residential development in the Regional Actively Center zoning district designations. Due to this restriction, several affordable housing projects have sought parking reduction variances, where parking reductions are not allowed in the zoning district the projects were developed. The proposed amendment intends to establish a standard parking ratio for affordable housing units, permit parking reductions for affordable housing developments and provide a review process for affordable housing development parking reductions.

### Amendment Summary

*Section 47-20.2. – Parking and Loading Zone Requirements:*

The proposed amendment will provide a standard parking ratio for affordable housing units. The parking ratio will be one (1) parking space per dwelling unit. The parking ratio can only be applied to

affordable housing units. If a development provides both affordable housing units and market rate units, the one (1) space per dwelling unit requirement will only apply to the affordable housing units.

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

The proposed amendment will permit an affordable housing development parking reduction request to be reviewed as a Site Plan Level I (Administrative Staff Review) process in any zoning districts where residential development is permitted. The intent of this amendment is to allow for affordable housing developments to request a parking reduction in any zoning district that permits residential development and to simplify the parking reduction process for affordable housing developments. The parking reduction application will still be subject to scrutiny and will still require an applicant to demonstrate justification and ability to address technical parking reduction ULDR criteria, but through a simplified review process.

*Section 47-20.3.I – NW-Progresso-Flagler Heights Community Redevelopment Area:*

Lastly, the proposed amendment will allow for affordable housing development to count on-street parking, directly in front of parcel to count toward its parking requirements, which is consistent with the regulations already set forth in the ULDR for both the Central City and the Northwest-Progresso-Flagler Heights CRAs. The regulations intent is to ensure that the on-street parking is an asset to the surrounding community by providing improved parking and pedestrian conditions.

Kind regards,

**Karlanne Grant, Planner III**

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