



**CITY OF FORT LAUDERDALE**  
**City Commission Agenda Memo**  
**REGULAR MEETING**

**#18-1333**

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

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

**DATE:** December 18, 2018

**TITLE:** Ordinance Creating 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 Projects

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**Recommendation**

It is recommended the City Commission adopt an ordinance amending the 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 projects.

**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 and practical step, staff looked at parking demands for affordable housing and recognized there is supporting evidence to indicate that parking requirements can be a significant financial burden to lower-income housing projects where the need for parking does not meet the same generation rates as market rate housing projects.

The amendments were presented to the Planning and Zoning Board (PZB) on October 17, 2018 and were recommended for approval (8-0) to the City Commission. The staff reports and minutes from the October 17, 2018, meeting are attached as Exhibit 1 and Exhibit 2, respectively.

The current parking ratios specified in the City's Unified Land Development Regulations (ULDR) do not take into consideration the parking generation needs of affordable housing projects and assumes the same generation rates as a market rate project. Recognizing separate parking provisions for affordable housing projects based on context and supporting calculations for a given development scenario has been recognized as an appropriate solution to address parking for affordable housing projects. Staff looked at prior variances and parking reduction studies to support the revised ratios finding several

examples. This proposed revision to parking requirements for these types of housing projects, along with the ability to request additional reductions, will replace the variance process.

A standard parking reduction, as established in Section 47-20.3 of the ULDR, Parking Reductions and Exemptions, requires Site Plan Level III review and approval, but this is only permitted in association with commercial development unless it is located in the Regional Actively Center zoning district designations. Due to this restriction, several affordable housing projects have sought parking reduction variances. As an example, the Dixie Court affordable housing project (Case Number 148-R-06) obtained a parking reduction in 2007. The associated Parking Reduction Study is attached on page 7 of Exhibit 1. The Dr. Kennedy Home's affordable housing project (Case Number 41-R09 and BOA Case Number 10-09) obtained a variance in 2010. The associated Parking Reduction Study is attached on page 15 of Exhibit 2. The Sailboat Bend II affordable housing project (DRC Case Number R17043) was able to seek a parking reduction since it's located in the RAC.

As detailed in the table below, the studies indicate that several affordable housing developments approved in the City did not require the amount of parking that is typical of ULDR requirements. The table below summarizes the number of dwelling units and the observed maximum parking rate based on parking reduction data associated with each project.

| <b>Development</b>      | <b>Number of Units</b> | <b>Maximum Parking Ratio</b> |
|-------------------------|------------------------|------------------------------|
| Dr. Kennedy Homes       | 132                    | 0.41/unit                    |
| Sailboat Bend           | 104                    | 0.37/unit                    |
| Sunnyreach Acres        | 100                    | 0.26/unit                    |
| Sunnyreach Family Units | 29                     | 1.34/unit                    |

In performing the research that led to this proposed amendment, staff also obtained data from the Planning Advisory Services (PAS) of the American Planning Association, which revealed that various municipalities across the nation have generally reduced minimum parking requirements for affordable housing development below what is otherwise required for market-rate housing. Research also showed that there is very strong evidence that lower-income households purchase and own cars at much lower rates than higher-income households. Research including the following reports, "Myths and Facts About Affordable Housing and High Density Housing," by California Department of Housing and Community Development published in 2002 and "Socioeconomic Differences in Households Automobile Ownership Rates: Implication for Evacuation Policy" written by Berube, et al in 2006 and "Parking Requirements Impacts on Housing Affordability" by Todd Litman published in 2016 demonstrates the disparity between car-ownership and socioeconomic groups. All of the aforementioned reports included data that demonstrated how residents of lower-income and affordable housing projects have a lower demand for parking spaces as a result of the socioeconomic differences.

Several examples of cities that have reduced the minimum parking requirements include:

| <b>Municipality</b> | <b>Affordable Housing Parking Standard</b> |
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| Anaheim, California        | <ul style="list-style-type: none"> <li>• 1.5 spaces per unit, 2 Bedroom Unit</li> <li>• 2 spaces per unit, 3-4+ Bedroom units</li> </ul>   |
| Baltimore, Maryland        | 1 space per 2 dwelling units: For affordable housing with units leased to residents with incomes at or below 60% AMI and 15-year minimum affordability restriction   |
| Charleston, South Carolina | 1 space per 4 dwelling units   |
| Denver, Colorado           | 20% reduction of standard parking requirement for affordable housing   |
| Emeryville, California     | 1 space per unit: certified affordable housing units   |
| Eugene, Oregon             | 0.67 spaces per dwelling: multifamily subsidized low-income housing, 10-year affordability restriction   |
| Gulfport, Mississippi      | <p>1 space per unit: certified affordable housing units</p> <p>Waiver of parking minimums: certified affordable housing units, T5 (Sub-Urban Zone) and T6(General Urban Zone)</p>  |
| Los Angeles, California    | <ul style="list-style-type: none"> <li>• 1 space per 0-1B unit, 2 spaces per 2-3B unit, 2.5 spaces per 4+B unit: affordable housing</li> <li>• 1 space per dwelling unit: incentive for single-family dwelling units, affordable housing projects with 100% of the units set-aside for very low or lower income households and within a 1,500 ft. radius of a fully funded mass transit station or bus stop along a major bus route</li> <li>• 0.75 space per 0-1B unit, 1.5 spaces per 2+B unit: incentive for multifamily dwelling units, affordable housing projects with 100% of the units set-aside for very low or lower income households and within a 1,500 ft. radius of a fully funded mass transit station or bus stop along a major bus route</li> </ul> |
| Milwaukee, Wisconsin       | 1 space per 2 units: low-income public housing or elderly housing projects   |
| Newberg, Oregon            | 10 percent reduction in requirements for affordable housing projects with connection to regular transit service within 1,500 ft.   |

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|--------------------------|---|
| Newton, Massachusetts    | 1 space per 2 units: state or federal program low-income/elderly housing  |
| Salem, Oregon            | 1 space per 4 units: low income elderly housing   |
| San Diego, California    | 0.5-1.75 spaces per unit: affordable housing, various types, studio-3B units, based on parking demand index (calculates walkability and transit indexes)  |
| Santa Monica, California | <ul style="list-style-type: none"> <li>• 0.5 spaces per unit: deed-restricted affordable units, studios</li> <li>• 0.75 spaces per unit: deed-restricted affordable units, 1B units</li> <li>• 1 space per unit: deed-restricted affordable units, 2+B units</li> </ul> |
| Seattle, Washington      | No minimum requirement: dwelling units rent- and income-restricted at or below 80% AMI  |

Requiring more parking spaces than are needed unnecessarily raises the costs of affordable housing developments and could make the housing itself less affordable for low-income residents. As an example, the cost to construct 32 surface parking spaces for the previously approved Northwest Gardens I project (DRC Case Number 37R09) was approximately \$194,000, which is significant for a development that does not need to utilize all the parking spaces required.

Accordingly, the proposed amendment recommends a reduction in parking requirements for low and moderate income housing development as defined further below. In some cases, additional conditions must be met such as the neighbors being at or below an income threshold (usually a percentage of an area's gross or median income), or the housing must be within a certain distance of public transportation.

During the presentation to the PZB, the Board questioned how the Citywide Parking Study that was presented at the City Commission Conference Meeting on October 9, 2018 addresses affordable housing parking demands. The objectives of the Citywide Parking Study were to evaluate parking demand, supply, parking requirements and existing utilization of the City's various parking facilities. The Study analyzed public parking, on-street parking, parking lots and garages. The Study did not include parking provisions for affordable housing or for residential use in general. To review the Citywide Parking Study City Commission Agenda Memorandum (CAM), please refer to Exhibit 3.

### **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.

#### **Public Outreach**

Staff provided communication outlining the proposed amendment to the Council of Fort Lauderdale Civic Associations (CFLCA). To review the communication, please refer to Exhibit 4.

#### **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 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.

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

#### **Attachments**

Exhibit 1 – October 17, 2018 PZB Staff Report

Exhibit 2 – October 17, 2018 PZB Minutes

Exhibit 3 - October 9, 2018 Citywide Parking Study  
Exhibit 4 – October 9, 2018 Communication to CFLCA  
Exhibit 5 – Ordinance

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