



**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.

<b>Case Number</b>	T18002
<b>Applicant</b>	City of Fort Lauderdale
<b>ULDR Section</b>	Section 47-20, Parking and Loading Requirements
<b>Notification Requirements</b>	10-day legal ad
<b>Action Required</b>	Recommend approval or denial to City Commission
<b>Authored By</b>	Karlanne Grant, Planner III <span style="float: right;">KG   el.</span>

**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 and sustainability aspects and 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.

The need to accommodate compact parking spaces has been a topic of discussion over a number of years and in the City of Fort Lauderdale dates back as far as the late 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 fifteen 15 feet at the time. Currently the code allows compact parking spaces in parking garages that have existing compact spaces, at the size of 7½ feet by 15 feet and when located within a parking exempt area - 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 criteria. For example, the provision may apply in instances where an 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 of the American Planning Association, 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, cities often permit higher percentages of compact spaces, as high as up to 100%. Several examples of cities that utilize compact parking provisions include:

- City of Pompano Beach – Up to 20%
- City of Delray Beach – Up to 30%
- City of Jacksonville – Up to 30%
- City of Colorado Springs - Up to 40%
- City of Seattle – Up to 65%
- City of Tampa – Up to 65% and up 100% of the spaces in excess
- City of Deerfield Beach – Up to 50% and up to 75% in a Community Redevelopment Area

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 i.e. address large parking podiums and utilize space in the facility more efficiently where structural elements such as columns can interfere with design 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 eight (8) feet, eight (8) inches by fifteen (15) feet and up to thirty-five percent (35%) 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 a more sustainable approach to mobility 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 Planning Advisory Services of the American Planning Association, 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, Anaheim, Jacksonville, and Orlando have adopted ordinances for motorcycles and scooters. The City of Fort Lauderdale is located in in an area where the use of motorcycles and scooters is a less-expensive, sustainable and viable year-round mobility option.

**AMENDMENT SUMMARY:**

**Off-Street Compact Parking**

The proposed amendment will allow up to 35% of the total number of required parking to include off-street compact spaces, with a parking space size of 8 feet, 8 inches by 15 feet.

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

#### Motorcycle / Scooter Parking

Off-Street parking for motorcycle /scooter is being proposed for any nonresidential use where one out of every ten (10) standard parking spaces can be converted to motorcycle parking, up to a maximum of 6 standard parking spaces. 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 1**.

#### **PUBLIC OUTREACH**

Staff provided a background memorandum 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 Planning and Zoning Board, 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. Proposed Text Amendment

Sec. 47-20.11. - Geometric standards.

- A. A standard parking space shall be a minimum of eight (8) feet, eight (8) inches in width and the length shall meet the parking geometric layout by parking angle (30, 45, 60 or 90 degrees) as shown on the Table of Parking Geometrics as follows or unless as otherwise stated herein:

PARKING GEOMETRICS—PARALLEL SELF-PARKING

Vehicle Size	Stall Width	<u>Stall</u> Curb Length
Standard	8'-8"	24'-0"
<u>Motorcycle/Scooter</u>	<u>4'</u>	<u>8'-8"</u>

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B. Compact Parking

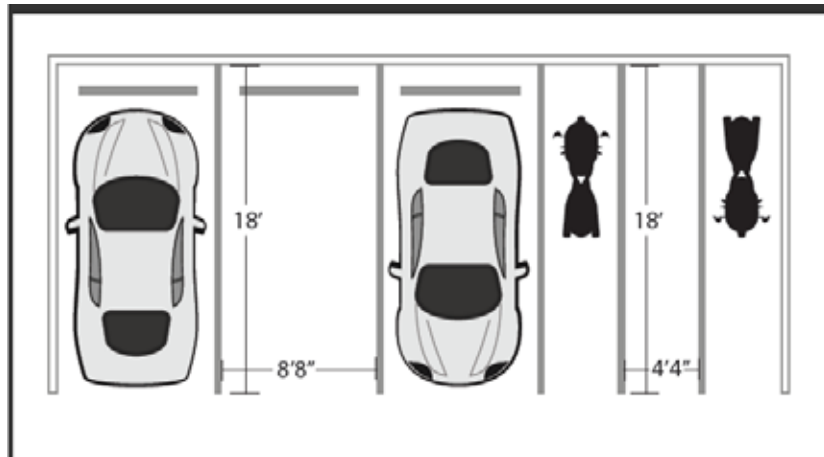
1. When located within a commercial zoning district off-street parking may be permitted to be constructed with compact parking spaces eight (8) feet, eight (8) inches by fifteen (15) feet and shall not exceed thirty-five percent (35%) of the total number of required parking. Compact parking spaces shall be located throughout the parking facility and designated to be used for parking compact cars through the use of signage and pavement markings.
2. B. Parking garages permitted to be constructed with compact parking spaces seven and one-half (7½) feet by fifteen (15) feet and located within a parking exempt area of the RAC-CC or RAC-AS zoning districts may be expanded by the addition of one (1) or more floors of parking and include compact sized spaces on the new floors provided the following requirements are met:
  - a. ~~1.~~ The existing garage proposed to be expanded is built to structurally support the proposed addition as certified by a structural engineer; and
  - b. ~~2.~~ The additional floor(s) shall be built on the same footprint of the existing garage; and
  - c. ~~3.~~ The number of compact parking spaces on each additional floor shall not exceed the maximum number of compact spaces on the existing floor(s) with the most compact spaces; and
  - d. ~~4.~~ The total number of compact spaces provided in the parking garage shall not exceed thirty-five percent (35%) of the total number of spaces provided in the garage.

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D. Motorcycle / Scooter Parking.

1. Off-Street Parking for Motorcycle/ Scooter. For any nonresidential use, one out of every ten (10) standard parking space can be converted to motorcycle parking up to a maximum of six (6) standard parking spaces. A standard Off-Street Motorcycle/Scooter parking space shall be a minimum of four (4) feet, four (4) inches in width and the length shall meet the parking

geometric layout by parking angle (30, 45,60, or 90 degrees) as shown in the Parking Lot Geometrics – Self Parking table.



Off-Street Motorcycle Parking Diagram

2. On-Street Parking for Motorcycle/ Scooter. On-street motorcycle/ scooter parking may be perpendicular to the curb with a minimum dimension of four (4) feet in stall width and eight (8) feet, eight (8) eight (8) inches in stall length as shown on the table Parking Geometrics.
3. Motorcycle/ scooter parking spaces must be identified or designated through the use of signage or pavement markings.

**CITY OF FORT LAUDERDALE**  
**PLANNING AND ZONING BOARD ACTING AS THE LOCAL PLANNING AGENCY**  
**(LPA)**  
**NOTICE OF PUBLIC HEARING**  
**AMENDMENTS TO THE UNIFIED LAND DEVELOPMENT REGULATIONS (ULDR)**

NOTICE IS HEREBY GIVEN that the Planning and Zoning Board acting as the Local Planning Agency (LPA) of the City of Fort Lauderdale, as well as the Planning and Zoning Board, shall hold a public hearing on Wednesday, MARCH 21, 2018 at 6:30 PM or as soon thereafter as the same may be heard in the City Commission Chambers, City Hall, 1<sup>st</sup> floor, 100 North Andrews Avenue, Fort Lauderdale, Florida to amend the City of Fort Lauderdale Unified Land Development Regulations, (ULDR) as follows:

Case T18002 is an amendment that revises the standards in the ULDR to implement off-street compact parking and off-street and on-street motorcycle/scooter parking.

Specifically:

AMENDING, SECTION 47-20, PARKING AND LOADING REQUIREMENTS; PROVIDING STANDARDS FOR COMPACT PARKING AND MOTORCYCLE/SCOOTER PARKING.

All interested persons may appear at said meeting and be heard with respect to the proposed amendments. Information on this amendment may be obtained from the Department of Sustainable Development, Urban Design & Planning division, 700 N.W. 19 Avenue, Fort Lauderdale, Florida, during normal business hours.

Jeff Modarelli, City Clerk  
City of Fort Lauderdale

<p>If any person decides to appeal any decision made with respect to any matter considered at this public meeting or hearing, he/she will need a record of the proceedings, and for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.</p> <p>If you desire auxiliary services to assist in viewing or hearing the meetings or reading agendas and minutes for the meetings, please contact the City Clerk at 954-828-5002, and arrangements will be made to provide these services for you. A turnkey video system is also available for your use during this meeting.</p>
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Publish on **March 9, 2018** as a legal classified ad.

Please provide proof to [nmartin@fortlauderdale.gov](mailto:nmartin@fortlauderdale.gov)

And Affidavit of Publication to: City of Ft. Lauderdale  
100 N. Andrews Ave.  
Fort Lauderdale, FL 33301

cc: City Clerk  
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