



REQUEST: 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

Case Number	T18008
Applicant	City of Fort Lauderdale
ULDR Section	Section 47-20, Parking and Loading Requirements
Notification Requirements	10-day legal ad
Action Required	Recommend approval or denial to City Commission
Authored By	Karlanne Grant, Planner III KCG/EL

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.

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.

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. As an example, the Dixie Court affordable housing project (Development Review Committee (DRC) Case Number 148-R-06) obtained a parking reduction in 2007; associated study is attached as **Exhibit 1**. Dr. Kennedy Home's affordable housing project (DRC Case Number 41-R09 and BOA Case Number 10-09) obtained a variance in 2010; associated study is attached as **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 various affordable housing developments approved in the City require less parking than the ULDR specifies. The table below summarizes the number of dwelling units and the observed maximum parking rate based on parking reduction data associated with each project.

Development	Unit (#)	Maximum Parking Ratio
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:

Municipality	Affordable Housing Parking Standard
Anaheim, California	<ul style="list-style-type: none"> 1.5 spaces per unit, 2 Bedroom Unit 2 spaces per unit, 3-4+ Bedroom units
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	1 space per unit: certified affordable

	<p>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"> • 1 space per 0-1B unit, 2 spaces per 2-3B unit, 2.5 spaces per 4+B unit: affordable housing • 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 • 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
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.
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"> • 0.5 spaces per unit: deed-restricted affordable units, studios • 0.75 spaces per unit: deed-restricted affordable units, 1B units • 1 space per unit: deed-restricted affordable units, 2+B units
Seattle, Washington	No minimum requirement: dwelling units rent- and income-restricted at or below 80% AMI

Moreover, parking requirements add to the cost of housing. 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. Research revealed that constructing parking can add at minimum \$25,000 to \$50,000 to the construction costs of new housing units in areas such as San Francisco, and calls for policy changes that eliminate minimum parking requirements for housing serving populations that do not have high car ownership rates, such as seniors and low-income households. As an example, in the City of Fort Lauderdale, the cost to construct 32 surface parking spaces for a previously approved Northwest Gardens I project (DRC Case Number 37R09) was approximately \$194,000, which is significant for a development that will not need to utilize all the parking provided.

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 residents 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 transit service.

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.

To review the proposed text amendment, please refer to **Exhibit 3**.

PUBLIC OUTREACH

Staff provided a 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 3: Meet the needs of very low income, low income, and income households by ensuring the availability and equitable distribution of affordable housing
- OBJECTIVE: Objective 3.1: Facilitate maximum opportunities for economic integration by making housing programs available throughout the City to provide for adequate sites and distribution of housing for very-low income and low-income income households, and adequate sites for mobile homes, which will encourage the development of affordable housing on sites which are outside areas of lower-income concentration.
- POLICY: Policy 3.8: Investigate methods of providing low-cost residential dwelling units and review, evaluate and streamline those aspects of planning, zoning, permitting and other land development codes that may unduly restrict or increase the cost of housing

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 6: Be an inclusive community made up of a distinct, complementary, and diverse neighborhoods.
- Objective 2: Evolve and update the land development code to balance neighborhood quality, character, and livability through sustainable development.

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. Dr. Kennedy Home Parking Study
2. Dixie Court Parking Study
3. Proposed Text Amendment

Parking Reduction Study

Dixie Court
Fort Lauderdale, Florida
DRC #148-R-06

Revised January 25, 2007

Prepared For:

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Dixie Court Parking Reduction Study

Executive Summary

As demonstrated in the results of the parking surveys conducted for this project, low income and elderly housing have different parking characteristics compared to other higher income residential developments in the City. The results of these analyses show that only about half of the parking required for a market-rate residential development is necessary for a development restricted to low income residents, many of whom will be elderly. As a result, the project meets the criteria set forth in Section 47-20.3.A.5 of the Unified Land Development Regulations and is eligible for a parking reduction study application.

Based upon the results of this analysis, Carter & Burgess, Inc. recommends that between 139 and 170 parking spaces are necessary for the proposed Dixie Court project. This recommendation includes an adjustment factor of 20% (to account for higher than normal parking demand due to holidays and special events) and utilizes several different parking ratios determined from the parking surveys conducted for this project.

According to the City of Fort Lauderdale's parking requirements, 295 parking spaces are required for this project. As shown on the revised site plan, the applicant is proposing to provide 186 parking spaces with the ability to implement 36 additional spaces if necessary upon the development of Phase 2. Therefore, a parking reduction of 109 spaces (or approximately 37%) is being requested. Should the additional parking capacity be provided, the parking reduction will be reduced to a total of 73 spaces (or approximately 25%).

Introduction

The Dixie Court project is a proposed residential development serving low and very low income families and elderly individuals and will be located on the south side of NW 4th Street between NW 11th Avenue and NW 9th Avenue in the City of Fort Lauderdale. The total number of proposed residential units is 154: 88 units for families and 66 units for the elderly. According to the Unified Land Development Regulations (ULDR) Section 47-20, 295 parking spaces are required for this project. The parking requirement calculations for the proposed project are contained in the site plan data table included in Attachment A.

Parking Reduction Study Validity

The Dixie Court project is eligible for review of a parking reduction study based upon the criteria set forth in the ULDR Section 47-20.3.A.5. According to Section 47-20.3.A.5 of the ULDR, the reviewing body shall consider the application for parking reduction based upon the following criteria:

“b. The use, site, structure or any combination of same, evidences characteristics which support a determination that the need for parking for the development is less than that required by the ULDR for similar uses;”

Because Dixie Court will consist of residential units that will be strictly reserved for residents with low or very low incomes, some of whom will be elderly, the parking demand associated with the development is anticipated to be lower than that of other higher income residential developments within the City. However, the City of Fort Lauderdale’s *Code of Ordinances* does not assign different parking requirements for lower income or elderly housing facilities, and therefore, the client requested a parking reduction study to determine a realistic number of required parking spaces.

The Dixie Court project is located within the Northwest-Progresso-Flagler Heights Community Redevelopment Area, and therefore the applicability of Section 47-20.3.F of the ULDR was also evaluated. After evaluating the seven criteria contained in this section, it was determined that this section does not apply to the subject project.

Methodology

A meeting was held on November 9, 2006 with Herbert Stanley and the City’s Traffic Consultant, Jose Luis Rodriguez, to discuss an appropriate methodology for a parking reduction study for the Dixie Court project. The following methodology was discussed and agreed upon:

1. Conduct parking surveys at similar properties. The characteristics used to identify these similar properties are: location, tenant demographics, number of units, and bedroom mix.
2. Two elderly independent care developments, one multi-family residential development, and one mixed elderly and multi-family development within the City of Fort Lauderdale were identified that exemplify characteristics similar to the proposed Dixie Court project. They are:

Elderly Independent Care:

- 1) Sailboat Bend Apartments
425 SW 4th Avenue
61 efficiency units and 43 one- & two-bedroom units
42 parking spaces
- 2) Sunnyreach Acres
200 SW 18th Avenue
100 one-bedroom units
47 parking spaces

Multi-Family

- 3) Sunnyreach Family Units
1800 SW 2nd Street
12 one-bedroom units, 12 two-bedroom units, and 5 three-bedroom units
49 parking spaces

Mixed Elderly and Multi-Family

- 4) Kennedy Homes
1004 W. Broward Boulevard
48 efficiency units, 34 one-bedroom units, 36 two-bedroom units,
and 14 three-bedroom units
71 parking spaces
3. Each parking survey will be performed for two days (one weekday and one Saturday) of a typical week. The time period for data collection on each day will be from 6:00 PM to 10:00 PM.
4. The location of these complexes in relation to the project site is presented in Figure 1.
5. Parking data will be collected in thirty-minute intervals and will be summarized on count sheets.
6. The study area for this analysis will consist of all driveways and existing striped parking spaces located on the subject properties. Additionally, the parking spaces surveyed will be classified as driveway, general use, or guest.
7. The parking data will be summarized in tabular format by date, time interval, and parking space type.
8. Utilizing the parking data for the existing developments, a ratio of parking spaces to number of affordable housing/elderly units will be determined for each property.



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Data Collection Locations

FIGURE 1
Dixie Court Parking Reduction
Fort Lauderdale, Florida

9. A parking ratio will be determined between the existing developments, and this ratio will be used to determine the estimated parking demands at the proposed Dixie Court project.
10. This information and our findings will be presented in a brief technical memorandum for submittal to the City of Fort Lauderdale.

Data Collection

In accordance with the methodology previously described, a parking survey was conducted at Sailboat Bend Apartments, Sunnyreach Acres, Sunnyreach Family Units, and Kennedy Homes. The parking counts were collected in 30-minute intervals on Thursday, November 16, 2006 and Saturday, November 18, 2006 from 6:00 PM to 10:00 PM. The parking survey counts are contained in Attachment B.

Results

For each of the four housing developments where the parking data were collected, parking space occupancy ratios were determined. For the purpose of this study, the occupancy ratio is defined as the number of occupied parking spaces per unit. In order to project a range of results for the proposed Dixie Court project, occupancy ratios were determined three different ways: average two-day demand, minimum daily average demand, and maximum 30-minute demand. Each of these ratios was determined for each location.

The average two-day parking demand was determined by calculating the average parking space occupancy rate for each 30-minute interval collected over the two days. This metric is an absolute average of the results. The minimum daily average parking demand was determined by first calculating the average results for each day and then reporting the minimum ratio of the two days. The results yield a minimum parking demand over the two days data was collected. Finally, the maximum 30-minute parking demand ratio was determined. This ratio represents the absolute maximum 30-minute demand that was reported over the two days. A summary of these results is contained in Attachment C, Table C-1.

Using these three ratios, a projection of parking requirements was determined. In order to be conservative in projecting the number of parking spaces necessary for the Dixie Court project, Carter & Burgess, Inc. added a cushion of 20% to the projections. This was done to account for occasional periods of higher demand due to holidays and special events.

Table D-1 in Attachment D presents the parking demands anticipated for the proposed Dixie Court project. As shown in this table, the number of parking spaces recommended for the Dixie Court project ranges from a low of 139 spaces to a high of 170 spaces.

A copy of the revised site plan showing the requested number of parking spaces to be provided is included in Attachment E. This site plan shows 186 parking spaces with the ability to implement 36 additional spaces if necessary upon the development of Phase 2. As previously mentioned, 295 parking spaces are required for the Dixie Court project. Therefore, a parking reduction of 109 spaces (or approximately 37%) is being requested. Should the additional parking capacity be provided, the parking reduction will be reduced to a total of 73 spaces (or approximately 25%).

Additional Support For Parking Reduction

Land Use Designation

The City of Fort Lauderdale's *Code of Ordinances, Section 47-20.3 Reductions and Exemptions* states, "A parking reduction shall not be permitted for a residential use, except when located in an area with an RAC zoning designation." The site of the Dixie Court project has a land use designation of "NW Regional Activity Center (RAC)" and a zoning designation of "RMM-25"; we believe the Dixie Court site is located "in an area with an RAC zoning designation," and therefore qualifies for a parking reduction.

Access to Transit

As previously mentioned, the parking requirements for a low / very low income housing development are anticipated to differ from other higher income residential developments in the area. The difference in parking space supply / occupancy is largely due to the difference in vehicle ownership rates of the residents and guests. Typically in lower income developments, alternative modes of transportation are used, including transit.

The Dixie Court project area is well served by Broward County Transit. Routes 11, 14, 31, and 40 run near the project site. These routes provide service from/to Pompano Citi Center, Commercial Boulevard, Highway 441, Lauderhill Mall, Galleria Mall, Oakland Park Boulevard and Powerline Road, Copans Road and Powerline Road, Hillsboro Boulevard and Powerline Road, Hillsboro Boulevard and Johnson Road, BCC North Campus, and Hillsboro Boulevard and Lyons Road. Routes 9, 22, and 81 run along Broward Boulevard in the vicinity of the site. These routes provide service from/to Riverdale Road and Highway 441, BCC Central Campus, Johnson Road and 441, Young Circle, Sawgrass Mills Mall, Broward Boulevard and Flamingo Road, West Regional Terminal, Broward Mall, Broward Boulevard and Highway 441, Tri-Rail Station, NW 31st Avenue and Broward Boulevard, Lauderhill Mall, NW 49th Avenue and Oakland Park Boulevard, and NW 44th Street and Inverrary Boulevard.

All routes mentioned above provide service on weekdays, Saturdays, and Sundays. Route 9 runs at 45-minute headways during the AM and PM peak hours, while the remaining routes run at 30-minute headways during the peak hours, at a minimum. Additionally, all routes provide service from/to the Broward Central Terminal located on Broward Boulevard southeast of the project site, which is a connecting terminal for many other transit routes.

Parking Variance Analysis

Dr. Kennedy Homes

Fort Lauderdale, Florida

DRC #41R09

March 16, 2010

Prepared For:

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MEMO

TO: Dennis Girisgen
Jay Sajadi
Christopher Shear
Scott Strawbridge
Robert Lochrie

DATE: March 16, 2010

FROM: Karl Peterson
Leigh Ann Nichols

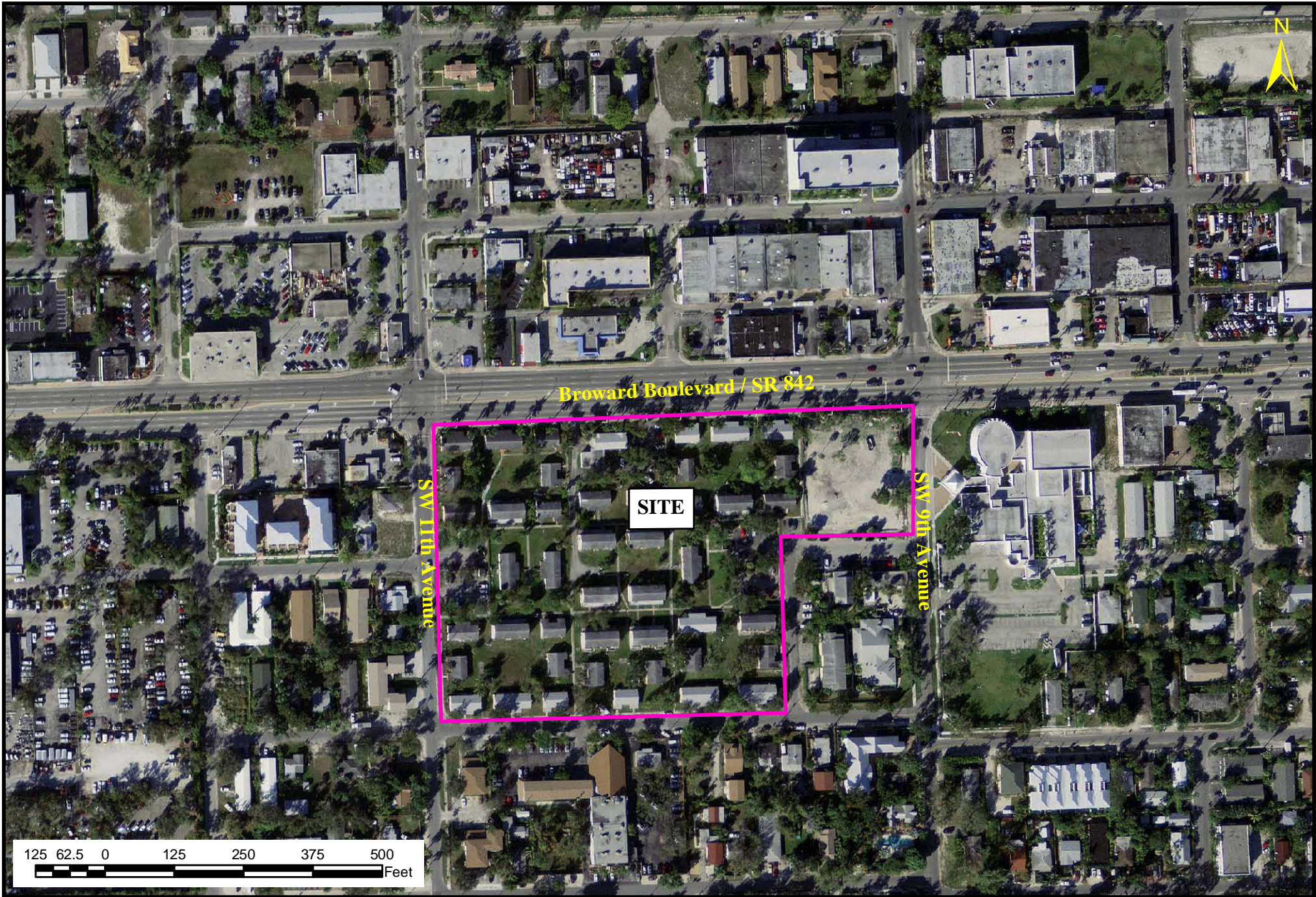
SUBJECT: Dr. Kennedy Homes
Parking Variance Analysis

DRC #: 41R09

This memorandum contains data and analysis intended to support a parking variance request for the re-development of the Dr. Kennedy Homes residential project located at 1004 West Broward Boulevard in Fort Lauderdale. This report includes additional information and updates as requested by the City's Transportation Consultant on November 5, 2009. A copy of the site plan for this re-development is included in *Attachment A*.

BACKGROUND DATA

- **Location:** Generally located on the south side of Broward Boulevard (SR 842) between SW 9th Avenue and SW 11th Avenue in the City of Fort Lauderdale. (See *Figure 1*, Project Location Map.)
- **Project Type:** Residential. This facility will continue to serve low and very low income families as well as low and very low income senior residents. Income restrictions associated with this property are referenced in the corresponding pages of the Housing and Urban Development (HUD) financing application included in *Attachment B* to this report.
- **Zoning Designation:** RMM-25
- **Land Use Designation:** Medium-High
- **Number of Units:**
 - Existing Development = 132 units
 - 48 efficiency units
 - 34 one-bedroom units
 - 36 two-bedroom units
 - 14 three-bedroom units



- Proposed Development = 132 units
 - 40 one-bedroom dwelling units
 - 83 two-bedroom dwelling units
 - 9 three-bedroom dwelling units

PARKING DATA

- **Parking Required by ULDR Code = 255 spaces**
 - 40 one-bedroom units x 1.75 spaces / unit = 70 spaces
 - 83 two-bedroom units x 2.0 spaces / unit = 166 spaces
 - 9 three-bedroom units x 2.1 spaces / unit = 19 spaces
- **Existing Parking = 71 on-site spaces (or, 0.54 spaces / unit)**
- **Parking Proposed to be Provided = 149 on-site spaces (or, 1.13 spaces / unit)**
 (24 on-street spaces are also proposed to be provided in addition to the on-site spaces but have not been included in the parking calculations at the request of the reviewer)

BASIS FOR VARIANCE

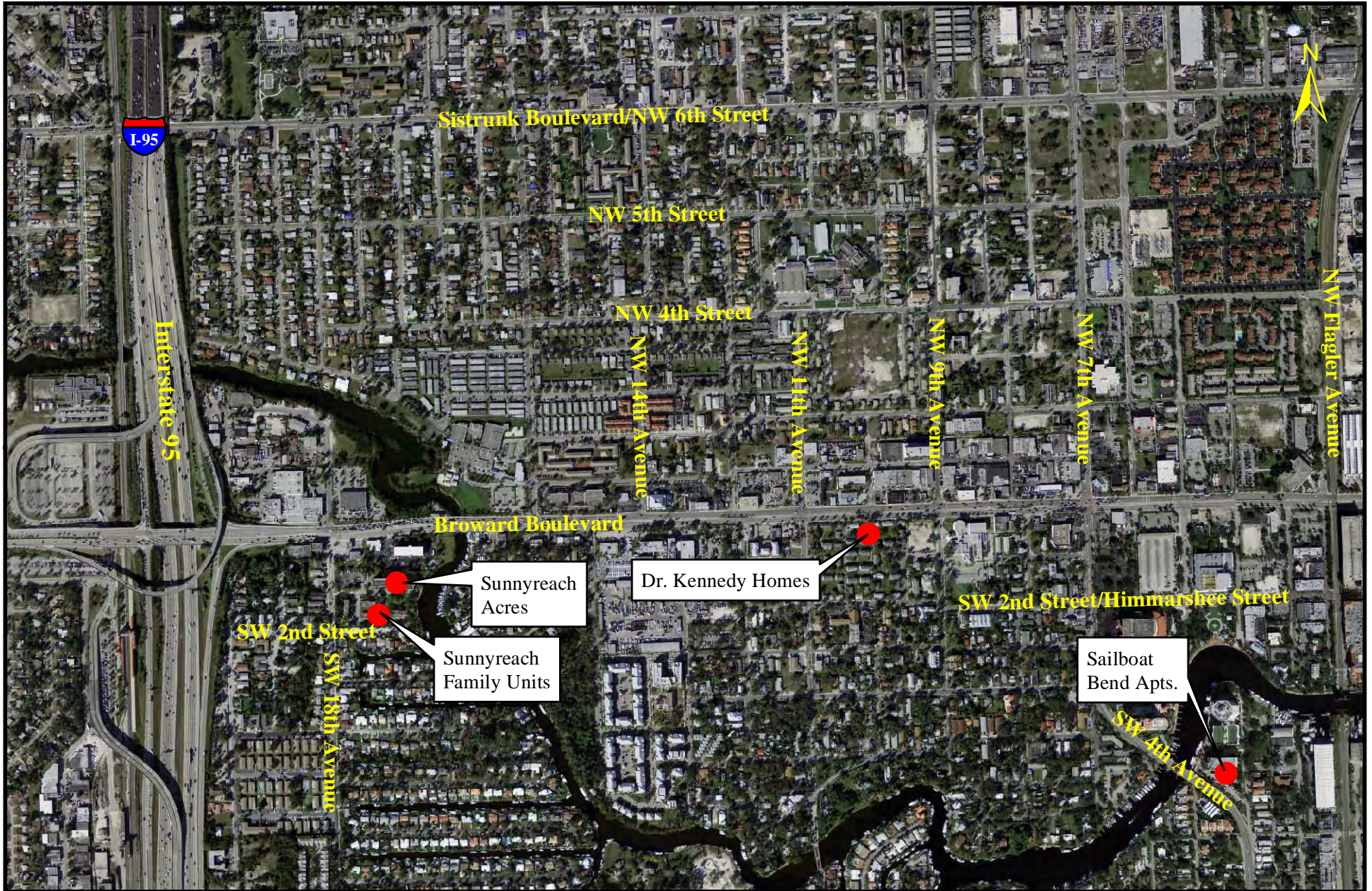
The scope of the parking variance analysis is based upon the criteria set forth in the ULDR Section 47-20.3.A.5 for parking reductions within the City. Specifically, this evaluation was conducted in accordance with Section 47-20.3.A.5.b. which states the following:

The use, site, structure or any combination of same, evidences characteristics which support a determination that the need for parking for the development is less than that required by the ULDR for similar uses.

Dr. Kennedy Homes will consist of residential units that will be reserved for residents with low or very low incomes, a portion of whom will be senior residents. Many of the residents that currently reside on-site will be returning to Dr. Kennedy Homes upon re-construction. As a result, the demographics of the Dr. Kennedy Homes residents and consequently, the parking characteristics of the site, are not anticipated to change. The parking demand is anticipated to remain lower than that of other higher income residential developments within the City of Fort Lauderdale as a result of continued low vehicular ownership rates and a corresponding reliance on public transit and other transportation modes.

As requested by the reviewer, further clarification of the site demographics and thereby the parking characteristics of the existing and proposed developments is provided by the Florida Housing Authority of Fort Lauderdale in *Attachment C*. Furthermore, a resident survey has been conducted in accordance with a previously agreed upon methodology (see *Attachment D*) in order to capture the demographics and parking characteristics of the site. The results of the survey are included in *Attachment E*.

Parking observations and analyses have been conducted on-site, as well as, at similar low-income residential facilities within the City of Fort Lauderdale. In November 2006, parking observations were conducted at Dr. Kennedy Homes, Sailboat Bend Apartments, Sunnyreach Acres, and Sunnyreach Family Units. (See *Figure 2* for the location of the data collection sites.) In January 2008, and again in September 2009, parking observations were re-conducted at the Dr. Kennedy Homes site. (All parking data collected at the Dr. Kennedy Homes has yielded similar results.) Dwelling unit occupancy rates at all of the City’s low income residential communities at the time of data collection were 96% occupied at a minimum, according to information provided by the Florida Housing Authority of Fort Lauderdale. (See



Data Collection Locations

FIGURE 2
 Dr. Kennedy Homes
 Fort Lauderdale, Florida

documentation provided in *Attachment F.*) It was also verified that parking permits are required to park on-site at night.

A summary of the characteristics of the surveyed developments and the parking observation results are presented as follows:

- **Dr. Kennedy Homes Data:**
 - Type of Development = Low / very low income housing
 - Number of Dwelling Units = 132 (42 units assigned to seniors, 90 units for families)
 - Number of Parking Spaces Provided = 71
 - Maximum Observed Parking Demand = 54 occupied parking spaces
 - November 2006 = 53 occupied parking spaces
 - January 2008 = 54 occupied parking spaces
 - September 2009 = 53 occupied parking spaces
 - Maximum Parking Rate = 0.41 parking spaces per dwelling unit

- **Sailboat Bend Apartments**
 - Type of Development = Low income senior housing
 - Number of Dwelling Units = 104
 - Number of Parking Spaces = 42
 - Maximum Observed Parking Demand = 38 occupied parking spaces
 - Maximum Parking Rate = 0.37 parking spaces per dwelling unit

- **Sunnyreach Acres**
 - Type of Development = Low income senior housing
 - Number of Dwelling Units = 100
 - Number of Parking Spaces = 41
 - Maximum Observed Parking Demand = 26 occupied parking spaces
 - Maximum Parking Rate = 0.26 parking spaces per dwelling unit

- **Sunnyreach Family Units**
 - Type of Development = Low income multi-family units
 - Number of Dwelling Units = 29
 - Number of Parking Spaces = 49
 - Maximum Observed Parking Demand = 39 occupied parking spaces
 - Maximum Parking Rate = 1.34 parking spaces per dwelling unit

From the data shown above, a maximum occupancy rate of 0.41 spaces / unit can be determined for senior units / one-bedroom units and a maximum occupancy rate of 1.34 spaces per unit can be determined for multi-family (or, two-/three-bedroom units). The information shown above is summarized in Table 1, and the parking data is included in *Attachment G.*

Table 1 Dr. Kennedy Homes Parking Data Summary Fort Lauderdale, Florida						
Development	Type of Complex	Number of Units	Average Parking Demand		Maximum Parking Demand	
			Occupied Spaces	Rate (per unit)	Occupied Spaces	Rate (per unit)
Kennedy Homes ¹	Elderly and Multi-Family	132	43.9	0.33	54	0.41
Sailboat Bend	Elderly	104	33.7	0.32	38	0.37
Sunnyreach Acres	Elderly	100	20.0	0.20	26	0.26
Sunnyreach	Multi-Family	29	34.9	1.20	39	1.34

Sources: Crossroads Engineering Data, Inc. (November 16 and 18, 2006; January 26, 2008; September 25-26, 2009) and Jacobs Engineering Group Inc.

¹ Kennedy Homes has a total of 132 units: 82 efficiencies / one-bedroom units (or 62%) and 50 multi-family units (or 38%).

PARKING CALCULATIONS

The table below documents the number of parking spaces required by code, the documented parking rate based upon observations at the existing developments with similar characteristics in the City, the documented parking requirement based upon the maximum observed parking rates, and the proposed parking supply. Two comparisons are also presented in this table: the first is between the proposed parking supply and the documented parking requirement and the second is between the proposed parking supply and the parking required by code.

Table 2 Dr. Kennedy Homes Parking Requirements Fort Lauderdale, Florida									
Number of Bedrooms	Number of Dwelling Units	Parking Required by ULDR (Spaces)	Documented Parking Rate (Spaces / Unit) ¹	Documented Parking Requirement (Spaces)	Proposed Parking Supply (Spaces)	Difference Proposed Parking Supply - Documented Parking Requirement		Difference Proposed Parking Supply - Required Parking	
						(Spaces)	(%)	(Spaces)	(%)
1	40	70	0.41	17					
2	83	166	1.34	112	149 (on-site)				
3	9	19	1.34	13	24 (on-street)				
Total:	132	255		142	149 ²	7	5%	-106	-42%

Sources: Crossroads Engineering Data, Inc. and Jacobs Engineering Group Inc.

¹ Based upon parking observations (maximum observed occupancy rates) conducted at similar developments in the City.

² The 24 on-street parking spaces proposed to be provided as a part of this re-development project have not been included in the total number of proposed parking spaces. Therefore, the variance is anticipated to be less (approximately 32%) when considering the on-street parking spaces.

As documented in the table above, the actual proposed parking supply is 5% more than what the actual parking demand is projected to be based upon observations at similar low-income residential facilities. It should be noted that this proposed parking supply does not include the 24 on-street parking spaces to be provided as a part of the re-development. When accounting for the exclusive use of these on-street parking spaces by Dr. Kennedy Homes, the actual proposed parking supply is anticipated to exceed demand by 22%.

As a comparison to the proposed parking conditions for this re-development, the existing parking supply and requirements (according to the current Code) is summarized in Table 3. This analysis shows the existing parking supply (when compared to today's requirements) is deficient by 71%. Therefore, the re-development plans of this site are anticipated to improve the parking conditions of Dr. Kennedy Homes by approximately 30%.

Table 3
Dr. Kennedy Homes
Existing Parking Supply, Requirements, and Comparison With Proposed Conditions
Fort Lauderdale, Florida

Number of Bedrooms	Number of Dwelling Units	Number of Spaces Provided	Parking Required by ULDR (Spaces)	Existing Parking Variance		Difference Proposed Parking Supply - Required Parking	
				(Spaces)	(%)	(Spaces)	(%)
Efficiency	48		84				
1	34		60				
2	36		72				
3	14		30				
Total:	132	71	246	-175	-71%	-106	-42%
Proposed Parking Supply Improvement ¹						69	29%

Sources: Florida Housing Authority of Fort Lauderdale and Jacobs Engineering Group Inc.

¹ The 24 on-street parking spaces proposed to be provided as a part of this re-development project have not been included in the total number of proposed parking spaces. Therefore, the improvement is actually anticipated to be greater (approximately 39%) when considering the on-street parking spaces to be provided.

ACCESS TO TRANSIT

As previously mentioned, the parking requirements for a low income / senior housing development are anticipated to differ from other higher income residential developments in the area. The difference in parking space supply / occupancy is largely due to the difference in vehicle ownership rates of the residents and guests. Typically in lower income developments, alternative modes of transportation are used, including transit. The location of the site is ideal for this re-development due to the close proximity of the Broward County Transit Facility. The Broward County Transit Facility is located at Broward Boulevard and the FEC tracks. This facility serves as the major transfer point for all County transit services, which makes the use of these services very convenient for the residents and guests of Dr. Kennedy Homes.

Broward County Transit Routes 9, 22, and 81 run along Broward Boulevard adjacent to the site. These routes provide service from/to Riverdale Road and Highway 441, BCC Central Campus, Johnson Road and 441, Young Circle, Sawgrass Mills Mall, Broward Boulevard and Flamingo Road, West Regional Terminal, Broward Mall, Broward Boulevard and Highway 441, Tri-Rail Station, NW 31st Avenue and Broward Boulevard, Lauderhill Mall, NW 49th Avenue and Oakland Park Boulevard, and NW 44th Street and Inverrary Boulevard. All routes provide service on weekdays, Saturdays, and Sundays. During the weekday AM and PM peak hours, Route 22 runs at 15-minute headways, Route 81 runs at 30-minute headways, and Route 9 runs at 45-minute headways. Additionally, all routes provide service from/to the Broward Central Terminal located on Broward Boulevard east of the project site, which is a connecting terminal for many other transit routes.

Despite the fact that the transit shuttle service is no longer available to the residents of Dr. Kennedy Homes, the parking demand appears to be consistent with previous observations. It should be noted that residents do have access to a private on-demand transportation provider to meet their needs. The use of this service is reflected in the resident survey contained in *Attachment E*.

PARKING RESEARCH

National parking data related to low income and senior housing were researched. Parking data for senior (independent) housing were found in *Parking Generation* (3rd Edition) as published by the Institute of Transportation Engineers (ITE) and in the *Parking Standards Report No. 510/511* published by the American Planning Association (APA) Planners Advisory Service (PAS).

As contained in *Parking Generation*, Land Use #252 Senior Adult Housing – Attached, the results of two parking studies are presented. Peak parking demand ratios from these two studies were determined to be 0.50 and 0.33 parked vehicles per dwelling unit, respectively, for a typical weekday. Similar ratios were determined on a Saturday.

Various parking requirements for elderly housing in several cities/counties nationwide are documented in the *Parking Standards* report. Requirements vary from 0.2 spaces per unit to approximately 1.5 spaces per unit. It should be noted that these requirements are reported for elderly housing without regard to income levels. As previously mentioned, the parking demand rates of low income housing developments, Dr. Kennedy Homes particularly, are anticipated to be somewhat lower due to low automobile ownership rates.

Relevant excerpts from these reports are included in *Attachment H*.

CONCLUSIONS

Based upon the field observations, data, and parking analysis presented herein, the proposed parking supply for the Dr. Kennedy Homes low income housing re-development will be more than adequate to accommodate the likely parking demand.

Unified Land Development Text Amendment: Affordable Housing

Sec. 47-20.2. - Parking and loading zone requirements.

- A. The off-street parking and loading required by this section shall be provided and maintained on the basis of the minimum requirements in the Table of Parking and Loading Zone Requirements ("Table"). Table 1 identifies uses and the parking and Table 2 identifies loading requirements for each use in all zoning districts except Downtown Regional Activity Center (RAC) districts, Central Beach Districts and districts within the North Beach Area as defined in Section 47-20.2.D.
- B. For the purpose of calculating parking spaces, gross floor area shall not include: covered or enclosed parking areas; exterior unenclosed private balconies; floor space used for mechanical equipment for the building; and, elevator shafts and stairwells at each floor. Customer service area is the area of an establishment available for food or beverage service or consumption, or both, calculated by measuring all areas covered by customer tables and bar surfaces and any floor area within five (5) feet of the edge of said tables and bar surfaces, measured in all directions where customer mobility is permitted. Customer service area shall include any outdoor or patio floor area used or designed for food or beverage service or consumption, or both, measured as specified above. Areas between tables or bars which overlap in measurement with another table shall only be counted once.
- C. Table 3 identifies the parking and loading requirements for the RAC and Central Beach districts.
- D. Table 4 identifies the parking and loading requirements for the North Beach Area defined as the area north of Oakland Park Boulevard, west of A-1-A, east of the Intracoastal Waterway, and south of N.E. 34th Street.

TABLE 1. PARKING AND LOADING ZONE REQUIREMENTS

Use	Standard Requirements	
	Parking Space Requirement	Loading Zone Requirement
Adult bookstore, products, sales, entertainment establishments	See Section 15-154 of Volume I of the Code.	See Table 2.
Adult Gaming Center, stand alone	½ gaming machines	See Table 2
Adult Gaming Center, as part of a shopping center or shared parking	½ gaming machines (no more than 10% of total parking spaces)	See Table 2
Amphitheater, stadium	1/4 seats	NA
<u>Affordable Housing Unit</u>	<u>1 per dwelling unit</u>	<u>NA</u>
Aquarium	1/400 sf gfa	1 Type I loading zone

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Sec. 47-20.3. - Reductions and exemptions.

A. *General parking reduction.*

1. Notwithstanding the off-street parking requirements provided in this Section 47-20, a parking reduction may be approved in accordance with the provisions of this section.
2. *Restrictions.* A parking reduction shall not be permitted for a residential use, ~~except when located in an area with an RAC zoning designation.~~ Except for:

- a. Residential developments located in an area with an RAC zoning designation; or
- b. Multifamily residential developments which provide affordable housing as defined in Section 9-340 of the Code of Ordinances. To qualify for the ability to obtain a parking reduction pursuant to this section, a restrictive covenant must be executed and recorded in the public records of Broward County, Florida, restricting the ownership of an owner qualified development to an eligible person for no less than five (5) years and lease of multifamily dwellings to a qualified lease development to an eligible person for no less than fifteen (15) years.

...

4. *Review process.*

- a. Except as provided in subsection b., the application shall be reviewed in accordance with the review process applicable to a site plan level III, as provided in Section 47-24.2.
- b. An application for a parking reduction on property located within the Northwest-Progresso-Flagler Heights Community Redevelopment Area as defined in Resolution No. 95-86 as may be amended, adopted on June 20, 1995, or on property with non-residential zoning located within the Central City Community Redevelopment Area, or for developments which meet the criteria for affordable housing in Section 47-20.3.A.2.b., shall require Site Plan Level I approval as provided in Section 47-24.2.

...

F. *Northwest-Progresso-Flagler Heights Community Redevelopment Area ~~and~~ Central City Community Redevelopment Area and for developments which meet the criteria for affordable housing in Section 47-20.3.A.2.b.* The number of required parking spaces for development within the Northwest-Progresso-Flagler Heights Community Redevelopment Area and abutting non-residential properties located within the Central City Community Redevelopment Area, may be reduced by the number of on-street parking spaces provided in accordance with the following criteria:

1. The on-street parking space abuts the development site.
2. The on-street parking space is located between the extended property lines of the property applying for the reduction, except, if a parking space straddles two (2) properties owned by different property owners each property may count the space towards required parking.
3. There is a minimum five-foot sidewalk along the side of the property abutting the on-street parking spaces which meets City Engineering standards. A sidewalk wider than five (5) feet may be required by the City Engineer if necessary to provide a sidewalk consistent with abutting properties or if necessary to meet Engineering standards.
4. The on-street parking spaces must meet the geometric, drainage and site clearance standards provided in Section 47-20 and such other standards determined to be necessary to provide adequate and safe parking as determined by the City Engineer.
5. The right-of-way abutting the on-street parking spaces has sufficient width as determined by the City Engineer to maintain the on-street parking spaces safely.

6. The on-street parking spaces remain open for use by the public.
7. Street trees are in place along the property abutting the on-street parking spaces in accordance with the requirements of Section 47-21.

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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, OCTOBER 17, 2018 at 6:30 PM or as soon thereafter as the same may be heard in the City Commission Chambers, City Hall, 1st floor, 100 North Andrews Avenue, Fort Lauderdale, Florida to amend the City of Fort Lauderdale Unified Land Development Regulations, (ULDR) as follows:

Case T18008 is an amendment to the ULDR to create a standard parking requirement for affordable housing units, permit parking reductions for affordable housing developments, and provide a review process for affordable housing parking reductions applications.

Specifically:

AMENDING, SECTION 47-20.2 TABLE 1., PARKING AND LOADING ZONE REQUIREMENTS; TO ADD STANDARD PARKING SPACE REQUIREMENTS FOR AFFORDABLE HOUSING UNITS; SECTION 47-20.3, REDUCTIONS AND EXEMPTIONS; TO PERMIT THE APPROVAL OF PARKING REDUCTION FOR AFFORDABLE HOUSING DEVELOPMENTS AND PROVIDING FOR A REVIEW PROCESS.

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 **October 1, 2018** as a legal classified ad.

Please provide proof to nmartin@fortlauderdale.gov

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

cc: City Clerk
Finance AIP
Planner
Case File