

NO. LTC# **403-2019**

LETTER TO COMMISSION

TO: Mayor Dan Gelber and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: July 17, 2019

SUBJECT: **Parking Ordinance Amendment Summary – 2015 to 2019**

At the June 5, 2019 City Commission meeting, a discussion was held regarding item C4U, which was a referral to the Planning Board of an ordinance pertaining to reductions in minimum parking requirements in historic and conservation districts. The Commission referred the ordinance to the Planning Board.

The following is a summary of recent legislation that reduced parking requirements, from 2015 to the present:

1-14-15:

Parking requirements for CCC district specified and reduced for convention hall/meeting rooms and convention hotel rooms.

10-24-15:

Parking District No. 7 was created for those properties with a lot line on Washington Avenue from 6th Street to Lincoln Road. The following are the requirements established:

- Hotel: No parking
- Office: 1 space per 500 sf
- Retail: Existing retail (which may be reconstructed) no parking requirement
- Outdoor café: No parking
- Parklets: No parking

9-27-16

Section 130-35, pertaining to the removal of parking spaces, was amended to allow for the removal of non-conforming parking spaces.

Section 130-36, pertaining to off-site parking facilities, was amended to:

1. Allow the required parking distance to be expanded for properties south of 5th street to 1500 feet;
2. Allow a lease to be used for changes of use in existing buildings to provide required parking vs. a unity of title of covenant in lieu.

Sec. 130-32, pertaining to off-street parking requirements for parking district no. 1, and Sec. 130-33, pertaining to off-street parking requirements for parking districts nos. 2, 3, 4, 5, 6, and 7, were amended to:

1. Remove the parking requirement for apartment buildings zoned RM-1 & RM-2 on lots 65 feet in width or less, provided secure storage for alternative parking is provided;
2. Reduce the parking requirements for apartment units in RM-1 and RM-2 districts on lots over 65 feet in width to 1 space per unit for units up to 1600 square feet and 2 spaces per

- unit for units over 1600 square feet;
3. Parking reduced from .5 to zero for elderly housing;
 4. Parking for low and moderate income non-elderly housing reduced to .5 space per unit or to follow the RM-1 and RM-2 changes above, whichever is less.
 5. Removal of parking requirement for the renovation or addition to existing low/moderate income elderly housing;
 6. Workforce housing to follow the same requirements as low and moderate income non-elderly housing above.

Sec. 130-33, pertaining to off-street parking requirements for parking districts nos. 2, 3, 4, 5, 6, and 7, was amended to reduce the parking requirement for offices in parking district No. 7 from 1 space for every 500 square foot of office space to zero, provided publicly accessible parking is within 500 feet of the property.

7-26-2017

Sec. 130-32, pertaining to off-street parking requirements for Apartments in RM-1 and RM-2 Districts, was amended as follows:

- Previous Requirements: 1.5 spaces per unit (550-999 SF), 1.75 spaces per unit (1000-1200 SF), 2 spaces per unit (>1200 SF)
- Approved Reduced Requirements: Zero spaces for lots <= 65 feet in width, 1 space per unit (550-1600 SF) and 2 spaces per unit (>1600 SF)

10-18-17

Section 130-40. Alternative parking incentives.

Allows reduction in parking requirements for long and short term bike parking, carpool/vanpool parking, drop off and loading zones for ride-share vehicles, scooter and motorcycle parking, and showers. Each component of the above may reduce the required parking by up to 15%, with the total reductions not to exceed 50% (Note that the 50% cap does not apply now to parking district no. 8 (TC-C).

1-17-18

Sec. 130-31. - Parking districts established.

The northern boundary of parking district 7 was expanded from Lincoln Road to 17th Street. Additionally, a parking exception added for Oceanfront lots zoned RM-3 (15th-23rd streets) with a contributing building with a primary hotel use, subject to the following:

1. No parking requirement for new hotel units, provided total number of units is not increased.
2. Retail or assembly – no parking for establishments less than 300 sf, with the total retail area not to exceed 10% of the FAR on the property.
3. Restaurant – no parking for establishments up to 3000 sf, with the total restaurant area not to exceed 20% of the FAR on the property.
4. Gym/Sauna – no parking requirement provided not open to the public.

Sec. 130-33. - Off-street parking requirements for parking districts nos. 2, 3, 4, 5, 6, and 7.

Parking district no. 6 was modified for apartment buildings as follows:

1. No parking requirement for lots 65 feet in width or less provided secure storage for alternative parking is provided.
2. Parking reduced for apartment units in RM-1 and RM-2 districts: space up to 1600 SF and 2 spaces over 1600 sf.

4-11-18

Sec. 130-32. - Off-street parking requirements for parking district no. 1.

1. Minor clean-up modifications to North Beach National Register Conservation District to bring up to date with parking reductions allowed for RM-1 and RM-2 zoning districts.
2. Religious use parking: The planning board, through the conditional use process, may waive some or all required parking for new construction for religious institutions in the RM-1 district, provided the property is less than 8,000 square feet. Said conditional use application shall include a traffic operations plan.

11-14-18

Sec. 130-33. - Off-street parking requirements for parking districts nos. 2, 3, 4, 5, 6, 7 and 8.

Parking district no. 8 was established for the North Beach Town Center Core (TC-C), with the following requirements:

1. Parking reductions for allowable uses.
2. No parking for hotel and office provided public parking within 1500 feet.
3. No parking for co-living units.
4. Expanded minimum distance for providing off site required parking to 2000 feet.
5. Fee-in-lieu may be utilized to satisfy required parking.
6. Minimum bicycle parking requirements

With regard to how the aforementioned parking reductions have impacted parking impact fees, an analysis was done of projects approved since 2015.

The following is a list of projects approved in local historic districts subsequent to 2015, where the parking provided was less than what was required under the previous code, or no parking was provided. Projects located outside of historic districts are not eligible to pay a parking impact fee for new construction. The impact fee revenue that may have been affected is also shown.

PERMITTED PROJECTS:

Raleigh Hotel at 1775 Collins Avenue – New Addition of Hotel and Accessory Uses.

The addition was permitted on April 17, 2018, with zero parking spaces provided, pursuant to Ord. 2018-4161. 74 Parking spaces would have been required under the parking regulations prior to the reduction approved under Ord. 2018-4161. This would have resulted in a required one-time impact fee of **\$2,960,000.00**.

LAND USE BOARD APPROVED PROJECTS (Not Yet Permitted)

921 Euclid Avenue – Residential Addition.

The two residential unit addition was approved by the Historic Preservation Board in October of 2017. 2 spaces are provided on the approved plans (1 space per unit), which is a reduction of the previously required 4 spaces (2 spaces per unit) under the previous code. This would have resulted in a required one-time impact fee of **\$80,000.00**.

915-947 Washington Avenue – Building Renovation and Hotel Addition.

214 hotel units were approved by the Historic Preservation Board in February of 2017, with nine parking spaces on site. Pursuant to the creation of parking district 7, zero parking spaces were required. Under the previous code, at .5 spaces per unit, the subject project would have had a parking requirement of 107 spaces. With 9 spaces provided on site, this would have resulted in a required one-time impact fee of **\$3,920,000.00**.

The total amount of impact fees not paid, based upon the aforementioned three projects, is **\$6,960,000.00**. However, we do not know for certain whether there would have actually been a reduction in fees collected, or the actual amount, based upon the following:

1. The development project may not have gone forward unless the required parking was reduced.
2. The applicant may have tried to provide some or all of the required parking on site or within 1200 feet of the property.
3. The applicant may have reduced the overall unit count in the program, or the overall square footage.

For informational purposes, attached is a summary of one-time parking impact fees paid since 2015.

If you have any questions regarding this summary, or you need additional information, please contact Thomas Mooney, Planning Director.

JLM/SMT/TRM

C: Rafael Granado, City Clerk

FY 15-16

Required parking
(spaces) after
reduction
legislation

<u>Name</u>	<u>Address</u>	<u>Use</u>	<u>Spaces</u>	<u>Historic Districts One Time Fee Only</u>	
The Plymouth Hotel	336 21 Street	hotel	8	\$	280,000
Haddon Hall	1500 Collins Avenue	apt/hotel	6	\$	240,000
The Ansonia Hotel	318 21 street	hotel	5	\$	175,000
The Kaskades Hotel	300 17 Street	hotel	3	\$	105,000
Park Central Partners c/o Synergy 8 LLC	620 Ocean Drive	hotel	15	\$	600,000
CG Sunny Isles, LLC	2000 Park Avenue	hotel	16	\$	640,000
Berkely Shore, LLC	1610 Collins Avenue	hotel	18	\$	720,000
The Carlton Hotel	1433 Collins Avenue	hotel	12	\$	480,000
AFI Interntional dba Paris Restaurant	2216 Collins Avenue	restaurant	7	\$	280,000
				\$	3,520,000

FY17-18

Sofi Partners LLC	426 Euclid Ave	hotel	18		\$720,000
Daniel Vostas/Santa Barbara Hotel	230 20 Street	hotel	14		\$560,000
Green Comet	344 Ocean Drive	hotel	2		\$80,000
					\$1,360,000

FY18-19 to date

Red 18 LLC	1775 James Ave	hotel	25		\$1,000,000
Sadigo Hotel	334 20th Street	Hotel	10		\$400,000
Euclid1610 Inc	1610 Euclid Avenue	Apartment	4		\$160,000
					\$1,560,000
				\$	6,440,000