

**Parking Requirements in Historic and Conservation Districts  
(REVISED FOLLOWING FIRST READING)**

**ORDINANCE NO. 2020-4343**

**AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE CODE OF THE CITY OF MIAMI BEACH, SUBPART B, ENTITLED "LAND DEVELOPMENT REGULATIONS," BY AMENDING CHAPTER 130 OF THE CITY CODE, ENTITLED "OFF-STREET PARKING REQUIREMENTS," ARTICLE II, ENTITLED "DISTRICTS; REQUIREMENTS," SECTION 130-31, ENTITLED "PARKING DISTRICTS ESTABLISHED," ~~SECTION 130-32, ENTITLED "OFF-STREET PARKING REQUIREMENTS FOR PARKING DISTRICT NO. 1" AND SECTION 130-33, ENTITLED "OFF-STREET PARKING REQUIREMENTS FOR PARKING DISTRICTS NOS. 2, 3, 4, 5, 6, 7, AND 8,"~~ TO AMEND THE PARKING REQUIREMENTS FOR RESIDENTIAL, HOTEL, NON-RESIDENTIAL AND ACCESSORY USES LOCATED WITHIN HISTORIC DISTRICTS, HISTORIC SITES AND CONSERVATION DISTRICTS; AND PROVIDING FOR CODIFICATION, REPEALER, SEVERABILITY, AND AN EFFECTIVE DATE.**

**WHEREAS**, Chapter 130 of the Land Development Regulations of the City Code sets forth various provisions related to off-street parking; and

**WHEREAS**, in areas of the City with access to high-quality transit, the City has sought to reduce or eliminate parking requirements in order to incentivize the use of public transportation; and

**WHEREAS**, the construction of excess parking spaces results in more massive buildings and places severe limitations on the amount of pervious landscaped areas that can be provided on a site; and

**WHEREAS**, the regulations proposed herein would further facilitate new construction on small lots by reducing the parking requirements generally and, on the smallest of lots, eliminating parking requirements altogether; and

**WHEREAS**, the regulations proposed herein will promote the general health, safety, and welfare of the residents of the City.

**NOW THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA:**

**SECTION 1.** Chapter 130 of the City Code, entitled "Off-Street Parking," Article II, "Districts; Requirements," is hereby amended as follows:

**CHAPTER 130 – OFF-STREET PARKING**

\* \* \*

**ARTICLE II. - DISTRICTS; REQUIREMENTS**

\* \* \*

**Sec. 130-31. - Parking districts established.**

(a) For the purposes of establishing off-street parking requirements, the city shall be divided into the following parking districts:

\* \* \*

(b) There shall be no off-street parking requirement for main or accessory uses associated with buildings that existed prior to October 1, 1993, which are:

- (1) Located within the architectural district,
- (2) A contributing building within a local historic district, or
- (3) Individually designated historic building.

This provision shall not apply to renovations and new additions to existing buildings which create or add floor area, or to new construction which has a parking requirement.

(c) The off-street parking requirements associated with the new construction of residential and hotel units, including allowable accessory uses, that are located in CD-2 zoning districts within the Normandy Isles national register conservation district and in MXE zoning districts south of 16<sup>th</sup> Street, shall be as follows:

(1) One space per residential unit and 0.5 space per hotel unit.

(2) There shall be no parking requirement for the following:

a. Development sites of 6 units (hotel or residential) or fewer.

b. Properties located within 1,500 feet of a public transit stop, or within 1,500 feet of any public or private parking garage. Additionally, the first level of the structure shall be fully activated at the ground level with non-office and non-financial institution uses.

(3) Additions to existing buildings. For existing buildings, which are classified as "contributing" and of which at least 75 percent of the front and street side elevations, and 25 percent of interior side elevations, are substantially retained, preserved, and/or restored, there shall be no parking requirement for the existing building, or for any new residential or hotel units, whether attached or detached, regardless of lot width or number of units. Any proposed addition to the existing building shall be subject to the certificate of appropriateness or design review criteria set forth in chapter 118, as applicable, and shall include a renovation plan for the existing building that is fully consistent with the Secretary of the Interior's Guidelines and Standards for the Rehabilitation of Historic Buildings.

(4) Waiver. The off-street parking requirements set forth in subsection (c)(1) may be waived by the design review board or historic preservation board, pursuant to the design review or certificate of appropriateness criteria, as may be applicable, upon a finding that off-street parking is not necessary to support the construction of new residential or hotel units within the respective local historic district or conservation district.

(5) Minimum bicycle parking requirements. Secure off-site storage for bicycles shall be required as follows:

a. Short-term bicycle parking: Four (4) spaces per building or one (1) space per ten units, whichever is greater.

b. Long-term bicycle parking: One (1) space per unit.

(d) Any building or structure erected in within a local historic district, historic site, or conservation district may provide required parking on-site as specified in the regulations applicable to parking district no. 1. Such required parking, if provided, shall be exempt from the definition of "floor area," in accordance with the regulations specified in chapter 114 of these land development regulations.

**SECTION 2. Repealer.**

All ordinances or parts of ordinances and all section and parts of sections in conflict herewith are hereby repealed.

**SECTION 3. Codification.**

It is the intention of the City Commission, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code of the City of Miami Beach as amended; that the sections of this ordinance may be renumbered or relettered to accomplish such intention; and that the word "ordinance" may be changed to "section" or other appropriate word.

**SECTION 4. Severability.**

If any section, subsection, clause or provision of this Ordinance is held invalid, the remainder shall not be affected by such invalidity.

**SECTION 5. Effective Date.**

This Ordinance shall take effect ten days following adoption.

PASSED AND ADOPTED this 24 day of June, 2020.

ATTEST:

Rafael E. Granado, City Clerk  
2/1/2020

Dan Gelber, Mayor



First Reading: February 12, 2020  
Second Reading: June 24, 2020

Verified by: Thomas R. Mooney, AICP  
Planning Director

APPROVED AS TO FORM  
AND LANGUAGE  
AND FOR EXECUTION

City Attorney

NK

6/15/2020  
Date

# MIAMI BEACH

## **COMMISSION MEMORANDUM**

TO: Honorable Mayor and Members of the City Commission  
FROM: Jimmy L. Morales, City Manager  
DATE: June 24, 2020

**9:25 a.m. Second Reading Public Hearing**

**SUBJECT: PARKING REQUIREMENTS IN HISTORIC AND CONSERVATION DISTRICTS**

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE CODE OF THE CITY OF MIAMI BEACH, SUBPART B, ENTITLED "LAND DEVELOPMENT REGULATIONS," BY AMENDING CHAPTER 130 OF THE CITY CODE, ENTITLED "OFF-STREET PARKING REQUIREMENTS," ARTICLE II, ENTITLED "DISTRICTS; REQUIREMENTS," SECTION 130-31, ENTITLED "PARKING DISTRICTS ESTABLISHED," ~~SECTION 130-32, ENTITLED "OFF-STREET PARKING REQUIREMENTS FOR PARKING DISTRICT NO. 1" AND SECTION 130-33, ENTITLED "OFF-STREET PARKING REQUIREMENTS FOR PARKING DISTRICTS NOS. 2, 3, 4, 5, 6, 7, AND 8,"~~ TO AMEND THE PARKING REQUIREMENTS FOR RESIDENTIAL, HOTEL, NON-RESIDENTIAL AND ACCESSORY USES LOCATED WITHIN HISTORIC DISTRICTS, HISTORIC SITES AND CONSERVATION DISTRICTS; AND PROVIDING FOR CODIFICATION, REPEALER, SEVERABILITY, AND AN EFFECTIVE DATE.

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### **RECOMMENDATION**

The administration recommends that the City Commission adopt the subject ordinance.

### **BACKGROUND/HISTORY**

#### **HISTORY**

On January 16, 2019, at the request of Commissioner John Elizabeth Aleman, the City Commission referred the subject discussion item to the Land Use and Development Committee (Item C4 AC). On March 6, 2019 the Land Use and Development Committee discussed the item and directed staff to draft an ordinance for review at the May 22, 2019 meeting.

On May 22, 2019 the LUDC discussed the proposed ordinance and recommended that the City Commission refer the item to the planning board for review and consideration. On June 5, 2019, the City Commission referred the proposed ordinance to the Planning Board for review and recommendation (Item C4 U).

On July 9, 2019, the Historic Preservation Board discussed the item and recommended that the

North Shore National Register Historic District and Normandy Isles National Register Historic District be excluded from the proposed ordinance. The board believed that eliminating parking would remove the existing incentives to retain a contributing building, resulting in more demolition. The HPB further recommended that the City Commission review the needs of each of the City's historic and conservation districts before substantially modifying the parking requirements.

## **BACKGROUND**

Chapter 130 of the land development regulations of the city code sets forth the minimum parking requirements for new construction and additions to existing buildings. For residential apartment uses, the following is a summary of the current minimum parking requirements:

### **Parking District No. 1:**

- Apartment buildings in RM-1 or RM-2 zoning districts on lots that are 65 feet in width or less: No parking requirement.
- Apartment buildings in RM-1 or RM-2 zoning districts on lots wider than 65 feet: One space per unit for units between 550 and 1,600 square feet; two spaces per unit for units above 1,600 square feet.
- Apartment units in all other zoning districts:
  1. One and one-half spaces per unit for units between 550 and 999 square feet;
  2. One and three-quarters spaces per unit for units between 1,000 and 1,200 square feet;
  3. Two spaces per unit for units above 1,200 square feet.
- Designated guest parking: Developments of 20 units or less shall have no designated guest parking requirements. Multi-family buildings and suites-hotels with more than 20 units shall be required to provide supplemental designated guest parking equal to ten percent of the required residential parking spaces.

### **Parking Districts 2 through 8:**

- Apartment buildings on lots that are 50 feet in width or less: 1.5 spaces per unit.
- Apartment buildings on lots wider than 50 feet:
  1. One and one-half spaces per unit for units between 550 and 999 square feet;
  2. One and three-quarters spaces per unit for units between 1,000 and 1,200 square feet;
  3. Two spaces per unit for units above 1,200 square feet.
- Designated guest parking: Developments of 20 units or less shall have not designated guest parking requirements. Multifamily buildings and suites-hotels with more than 20 units shall be required to provide supplemental designated guest parking equal to ten percent of the required residential parking spaces.

### **Additional Regulations for Parking District 5:**

- For apartment buildings located within parking district no. 5, there shall be no designated guest parking requirement; there shall be no parking requirement for existing structures utilized for residential apartments; one space per unit for new construction and/or additions utilized for residential apartments.

### **North Shore National Register District:**

- Zero spaces per unit for:

1. Buildings on lots that are 65 feet in width or less;
2. development sites with six units or less, regardless of lot width;
3. New buildings on development sites with existing buildings that do not contain off-street parking, where total number of new units does not exceed the number of existing units.

- One space per unit for buildings on lots greater than 65 feet in width. In the event that the property owner can substantiate that the proposed new construction will not need to provide off-street parking, the design review board or historic preservation board, as applicable, may waive the parking requirement.

- For existing apartment, apartment-hotel and hotel buildings, which are classified as "contributing" and of which at least 75 percent of the front and street side elevations, and 25 percent of interior side elevations, are substantially retained, preserved and restored, there shall be no parking requirement for the existing structure, and any new additions, whether attached or detached, regardless of lot width and number of units.

**Normandy Isles National Register District:**

- For existing apartment and apartment-hotel buildings, which are classified as "contributing", and which are being substantially retained, preserved and restored, there shall be no parking requirement for the existing structure, and any addition up to a maximum of 2,500 square feet, whether attached or detached.

**ANALYSIS**

**PLANNING ANALYSIS**

This analysis pertains to minimum off-street parking requirements for residential, hotel and non-residential uses within historic and conservation districts. In this regard, most lots within such districts are not well equipped to accommodate the storage of vehicles, due to factors such as the dimensions and location of existing buildings that are being retained, the size of the lot and the difficulty with providing the necessary driveways and back-up dimensions. Additionally, the storage of vehicles makes it more difficult to address the urban form of the larger, as-built context, and promotes more vehicular circulation in and around a given site.

All the historic and conservation districts south of 44th Street and north of 63rd Street, have easy access to multiple modes of transit (e.g. County buses and City trolleys). Considering this access, as well as the prioritization of the pedestrian and non-vehicular modes of transit in the city's transportation master plan, the administration believes that the minimum parking requirements for these areas should be adjusted. Specifically, while a prohibition of vehicular storage on smaller sites in these areas would be ideal, such a proposal may be ahead of its time. As an alternative, removing the required parking within defined parameters would be a good step in the interim.

The current parking requirements in the land development regulations were drafted almost 30 years, at a time when off street vehicular storage was at a premium, and individual car trips were the primary method of transportation. Staff has found that the market, as opposed to an engineering handbook on suburban parking, is a better guide for establishing whether off street vehicular storage is needed, and how much storage would be needed, particularly in a defined, compact urban area like Miami Beach. Additionally, by not having to construct on site vehicular storage, the cost savings could allow for additional units, as well as increase the probability for

such units to serve the city's workforce. In general, residential housing that serves the workforce, does not have the same demand for on-site vehicular storage.

The original version of the ordinance proposed to amend the parking requirements in historic and conservation districts, as follows:

1. The minimum parking requirements for the new construction of residential and hotel units would be one space per residential unit and .5 space per hotel unit.

2. The minimum parking requirements for the new construction of non-residential and non-hotel uses, including allowable accessory uses, shall be as specified in the parking district for the underlying property

3. There shall be no parking requirement for the following:

- Lots 100 feet or less in width.
- Development sites of 6 units (hotel or residential) or less.
- Development sites containing less than 5,000 square feet of new floor area.
- New buildings on development sites with existing buildings that do not contain off-street parking, where total number of new units does not exceed the number of existing units or where the total square footage does not exceed the square footage of the existing building.
- Properties located within 1500 feet of a public transit stop.

4. Additions to existing buildings: For existing buildings, which are classified as "contributing" and of which at least 75 percent of the front and street side elevations, and 25 percent of interior side elevations, are substantially retained, preserved and restored, there shall be no parking requirement for the existing structure, and any new residential or hotel units, whether attached or detached, regardless of lot width and number of units, as well as new construction of non-residential and non-hotel uses, including allowable accessory uses, regardless of overall square footage.

5. Exemptions. In the event that the property owner can substantiate that the proposed new construction of residential or hotel units, as well as new construction of non-residential and non-hotel uses, including allowable accessory uses, regardless of overall square footage, will not need to provide off-street parking, the design review board or historic preservation board, as applicable, may waive the parking requirements for residential and hotel units within a local historic district or conservation district, in accordance with the Design Review Criteria or Certificate of Appropriateness Criteria, as applicable.

Additionally, minimum bicycle parking requirements, for secure off-site storage for bicycles shall be required.

As indicated previously, the same reasons cited above for the removal of the requirements for residential uses also applies to other uses within historic districts. Typically, hotel guests and patrons of accessory uses such as restaurants are even more likely to utilize alternative modes of transportation including ride-share vehicles, public transit, and walking from nearby hotels. And especially for local residents and tourists staying in Miami Beach, a ride-sharing service is often more affordable and much more convenient than parking.

In its referral to the Planning Board, the City Commission requested that specific neighborhoods be considered as to where these requirements could apply, as opposed to being applicable citywide. In this regard, both the Historic Preservation Board and the Planning Board recommended that the North Shore National Register Historic District and Normandy Isles National Register Historic District be excluded from the proposed ordinance.

Additionally, the City Commission requested that potential financial impacts of the ordinance be evaluated. Attached is a copy of LTC #403-2019, which provides a summary of parking legislation over the last five years, the impact on recent development projects, as well as the amount of money paid into the parking impact fee. In this regard, there has been a reduction in the amount of money paid into the one-time fee since FY 2015-2016.

However, as indicated in the LTC, the administration cannot conclude for certain whether there would have been a reduction in fees collected, or how the actual amount of fees collected would be impacted by changes to the minimum parking requirements, based upon the following:

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

Since providing parking for new construction in historic districts is challenging, at best, due to the reasons described in the planning analysis, property owners who endeavor to expand their building footprint in historic districts must consider whether to pay the current one-time fee of \$40,000 per required space. The administration believes that this fee has been a hinderance to small additions and new construction in historic districts. Often such additions and new construction will subsidize the restoration and continued maintenance of older, historic properties.

Considering the availability of public parking garages, as well as dedicated transit in proximity to the historic districts recommended, the administration believes that the proposal to reduce and eliminate parking spaces within the limited, and strategic areas identified is very worthwhile public policy. Additionally, the legislation is fully consistent with the adopted Transportation Master Plan, which de-prioritizes cars in the overall hierarchy of transit modality.

### **PLANNING BOARD REVIEW**

On July 23, 2019, the Planning Board held a public hearing and transmitted the ordinance to the City Commission with a favorable recommendation by a vote of 4-0. The Planning Board also recommended that the North Shore National Register Historic District and Normandy Isles National Register Historic District be excluded from the proposed ordinance.

### **SUMMARY/UPDATE**



On September 11, 2020, the City Commission considered the first draft of the proposed ordinance, which was based on the direction provided at the March 6, 2019 LUDC meeting. The item was continued to the October 16, 2019 meeting. On October 16, 2019, the item was deferred to December 11, 2019, and Commissioner Arriola agreed to become the item sponsor. On December 11, 2019, the item was deferred to January 15, 2020, at which time the item was deferred again, to February 12, 2020.

At the direction of the item sponsor, the administration reduced the applicable areas of the proposed ordinance, and the revised draft ordinance presented to the City Commission on February 12, 2020 consisted of the following, limited areas:

1. CD-2 zoning districts within the Normandy Isles national register conservation district.
2. MXE zoning districts south of 16th Street.

Additionally, the no required parking provision only applies to residential and hotel uses, including accessory uses.

On February 12, 2020, the City Commission approved the subject ordinance at first reading, but only for the Normandy Isle portion of the legislation. The MXE portion of the proposal was bifurcated and referred to the LUSC for further discussion. The attached ordinance for second reading only includes the Normandy Isle area.

As indicated previously, the administration disagrees with the recommendation of the Historic Preservation Board and the Planning Board to exclude the North Beach areas from the proposed ordinance for the following reasons:

1. The North Beach Historic Districts follow the same demolition rules and criteria as do the historic districts in South Beach. As such, they have the same constraints regarding the physical ability to be able to provide off-street parking within a site.
2. The North Beach area is embarking upon a much-needed renaissance. The need for financial relief from excessive fees is more critical within the historic districts in this part of the City.
3. The proximity to dedicated transit within the North Beach historic districts, as well as current ridership levels is highly robust, as shown on the attached maps. Additionally, several parking structures are being planned and proposed for future use within the North Beach area.

The revised proposal herein does remove most of the North Beach historic and conservation districts. However, consistent with a separate recommendation of the Land Use Committee in 2019 to develop tangible incentives for the Normandy Isle business corridor, the CD-2 area of Normandy Isle is proposed to remain. This CD-2 area would benefit greatly from this proposal, as it would incentivize mixed uses for properties in the area. As such, the administration recommends that the CD-2 zoning districts within the Normandy Isles national register conservation district be included, as revised for second reading.

The attached map shows the area of Normandy Isle that the new parking reductions would

apply, revised in accordance with the more limited applicability noted above. Overlaid into this map are locations of existing parking facilities, as well as dedicated transit stops and ridership information for these stops. This map illustrate how transit stops and parking facilities are well within the established industry standard walking distance of ¼ mile, or 1,500 feet.

**CONCLUSION**

The administration recommends that the City Commission adopt the subject ordinance.

**Applicable Area**

Citywide

**Is this a "Residents Right to Know" item, pursuant to City Code Section 2-14?**

Yes

**Does this item utilize G.O. Bond Funds?**

No

**Legislative Tracking**

Planning

**Sponsor**

Commissioner Ricky Arriola

**ATTACHMENTS:**

**Description**

- ▣ LTC #403-2019
- ▣ MAP - Normandy Isle
- ▣ Form Approved ORD

OFFICE OF THE CITY MANAGER

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 5<sup>th</sup> 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 17<sup>th</sup> Street. Additionally, a parking exception added for Oceanfront lots zoned RM-3 (15<sup>th</sup>-23<sup>rd</sup> 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

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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 International dba Paris Restaurant	2216 Collins Avenue	restaurant	7	\$ 280,000
				<u>\$ 3,520,000</u>

FY17-18

Soft 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
				<u>\$1,360,000</u>

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	<u>\$160,000</u>
				<u>\$1,560,000</u>
				\$ 6,440,000

