



Memorandum

Memorandum No: 21-067

Date: July 16, 2021

To: Honorable Mayor and Commissioners

From: Chris Lagerbloom, ICMA-CM, City Manager

Re: Guest Parking for Townhouse and Cluster Development

On December 16, 2020, the Planning and Zoning Board (PZB) initiated a request for potential recommendations to review the City's code regarding guest parking requirements for cluster and townhouse developments. The City Commission agreed to explore the request at the January 5, 2021 Commission Conference meeting. Subsequently, staff presented potential amendments to the City's Unified Land Development Regulations (ULDR) on April 20, 2021 to obtain City Commission feedback and direction regarding guest parking for townhouse and cluster developments.

Communication from the PZB expressed concerns that garages are often used for storage, resulting in owners parking in driveways or on the street. To address described concerns, staff initially recommended requiring one guest parking space per unit if a developer proposed more than five units. The current code requirement is two parking spaces per dwelling unit plus 0.25 parking spaces per dwelling unit designated for guest parking. Based on City Commission direction, and upon further research and analysis, staff has determined that existing requirements adequately address guest parking.

Fort Lauderdale's regulations and code improvements support a traditional neighborhood design which emphasizes reducing the impact of front-facing garages, with a focus on strong front entries and walkable neighborhoods. In early 2017, the Neighborhood Development Criteria Revisions (NDCR) program adopted regulations addressing townhouse and cluster design. The regulations establish design criteria requiring garages to be predominately faced away from the right-of-way and emphasizes the main entrance to individual units. With many lots having limited street frontage, compliance becomes onerous on applicants, as each development needs to address a multitude of requirements including on-site landscaping, street tree placement, drainage, and pervious requirements, while also requiring more paved surface area for parking. The adopted NDCR design criteria are expected to address the issue of parking, especially in relation to the use of the garage to store vehicles rather than for general storage, since these developments will have predominantly common vehicular circulation areas that prohibit the use of the driveway to park a car, without blocking other unit owners.

Furthermore, staff requested assistance from the American Planning Association Planning Advisory Service to help determine how other municipalities address guest parking for townhouse and cluster development types, specifically in areas that incorporate traditional neighborhood design near urban areas with smaller infill projects. The results indicated that visitor and guest parking requirements for these types of projects are far more common in rural auto-oriented areas and are not appropriate in traditional neighborhoods within an urban context. At this time, staff feels the City's ULDR adequately addresses guest parking for cluster and townhouse developments, and therefore does not recommend amendments to the ordinance.

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