



MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov

COMMITTEE MEMORANDUM

TO: Land Use and Development Committee

FROM: Kathie G. Brooks, Interim City Manager  for KGB

DATE: November 5, 2012

SUBJECT: **PROPOSED PARKING DISTRICT #6 FOR THE ALTON ROAD CORRIDOR**

BACKGROUND

In the Summer of 2006 the Historic Preservation Board initiated the westward expansion of the Flamingo Park Local Historic District to the east right-of-way line of Alton Road between 6th Street and 14th Street in order to protect the character of the adjacent National Register Historic District as well as the historically significant but yet unprotected properties along this stretch of Alton Road. It was noted by the board that recent commercial development trends along Alton Road could significantly adversely impact the quality of life and historic integrity of the National Register Historic District thereby undermining the cultural tourism appeal and quality of life of the city.

At the same time the Historic Preservation Board requested the Planning Department to initiate a major planning study of the Alton Road Corridor, including both sides of the road between 5th Street and Michigan Avenue, which should include an analysis and evaluation of existing uses and conditions, historically significant properties, permitted building heights, allowable FAR, parking conditions and requirements, the efficacy of current zoning, and the character of the public right-of-way with regard to pedestrian amenities, convenient means of transit, and quality of landscape.

The board further requested that the Planning Department organize and advertise a series of community planning workshops, inviting members of the Historic Preservation Board and the Planning Board, in order to gain public input and insight from local business owners and residents so that the Department might develop a comprehensive set of planning and zoning recommendations for future development and preservation along the corridor that would enable healthy future growth and development without overwhelming or adversely impacting the historic character of the area.

On January 16, 2008, the Mayor and City Commission approved Ordinance No. 2008-3592, expanding the boundaries of the Flamingo Park Historic District westward expansion to Alton Road between 8 Street and 14 Street; and on January 28, 2009, the Mayor and City Commission approved Ordinance No. 2008-3592, expanding the boundaries of the Flamingo Park Historic District westward expansion to Alton Road between 6 Street and 8 Street

The Planning Department conducted an analysis of existing conditions, issues and opportunities in the Alton Road corridor and held a community planning workshop on August

20, 2008 to receive community input on land use, zoning, business development, parking, transit and pedestrian/bicycle amenities. On January 27, 2009, the Planning Department presented preliminary findings and recommendations for the Alton Road Neighborhood Planning Study to the Planning Board. On February 26, 2009, the Planning Department and the Planning Board held a second community planning workshop on the Alton Road Neighborhood Planning Study to receive community input.

During the Planning Board meetings on April 21, 2009, May 26, 2009 and August 25, 2009, the Planning Department staff held additional detailed discussions with the Board on the proposed zoning modifications for the east side of Alton Road in the Flamingo Park Historic District, known as the Alton Road Historic District Buffer Overlay District. The analysis provided by staff included recommendations for increased building setbacks and reduced building height, all of which depended upon reduced on-site parking requirements to achieve the maximum Floor Area Ratio of 1.5. During the September 22, 2009 Planning Board discussion item, staff presented specific recommendations for reducing the parking requirements. Those recommendations have been incorporated into the proposed Alton Road Parking District ordinance.

On September 28, 2010, the Planning Board voted 5-0 to recommend approval of the ordinance creating Parking District #6 (formerly known as Parking District #5) for the Alton Road corridor.

On November 17, 2010, the ordinance was scheduled for first reading. The Mayor and City Commission continued the first reading to the January 19, 2011 meeting and referred the item to the Land Use and Development Committee for discussion. The LUDC deferred the item on January 31, 2011, February 23, 2011, and April 21, 2011.

On May 18, 2011 the LUDC moved the Parking District #6 ordinance to pending items based upon failure of various stakeholders to agree on details of the proposed Alton Road Historic District Buffer Overlay district. The proposed parking district was not discussed.

Recently, the LUDC requested the Alton Road Parking District #6 ordinance to be brought back for reconsideration. On September 19, 2012, the LUDC discussed the parking district and directed staff to reschedule the item for the November meeting along with its original companion item, the Alton Road Historic Buffer Overlay District.

ANALYSIS

The proposed Alton Road Parking District, entitled Parking District #6, can be classified as “context-specific parking standards” also known as “flexible parking standards”, which are modeled after a national movement to set parking standards to fit the characteristics of specific neighborhoods. Citywide parking standards may not always fit the conditions in a particular neighborhood or the long term vision of how that neighborhood should develop. Context sensitive or flexible parking requirements are based on certain considerations such as access to transit, presence of nearby complementary destinations with walking/biking distance, potential for shared parking, auto-ownership rates in the neighborhood, expected demographics of future residents, implementation of programs to reduce demand for parking and availability of public parking.

The Alton Road corridor scores high marks in all of the considerations listed above. Parking District #6 has been tailored to meet the following neighborhood-specific objectives, as

1. To minimize the height and bulk of new buildings where required vehicle parking would be located inside the building.
2. To encourage development of commercial uses that are oriented to local neighborhood customers and employees who could walk or ride bicycles, rather than those uses that would attract a large number of vehicle trips.
3. To promote the development of smaller, more affordable housing units.
4. To enable automobile drivers to park once at a convenient location and to access a variety of commercial enterprises in pedestrian friendly environments by encouraging shared parking and off-site parking.
5. To reduce diffused, inefficient, single-purpose reserved parking.
6. To provide secure bicycle parking for employees, customers and residents.

Parking District #6 would also support the draft Transportation Element of the City of Miami Beach Comprehensive Plan, which contains the following policies:

Policy 8.5: Maximum Parking Standards

The City shall examine the economic, transportation and recreational impact of strategically limiting parking in certain areas, as a means to reinforce alternative modes of transportation.

Policy 8.7: Bicycle Parking

The City shall require all new developments to provide secure short term and long term bicycle parking in the form of bicycle racks, bicycle lockers, locked rooms or other appropriate enclosures as a way of reducing the demand for automobile parking.

Policy 8.9: Monitoring Supply and Demand

The City shall continuously monitor and update the parking requirements in the Land Development Regulations to result in a better ratio of supply to demand which implements innovative parking strategies in commercial areas to promote multi-modalism.

Policy 6.1: Transportation Systems Management

The City shall encourage appropriate TSM strategies to improve the mobility systems efficiency, effectiveness and safety. These may include but are not limited to:

- Traffic management and traffic monitoring programs
- Incident management
- Congestion management
- Access management
- Parking policies which discourage single-occupancy vehicles
- The encouragement of carpools, vanpools or ridesharing
- Programs or projects that improve traffic flow, including projects to improve signalization
- On road bicycle lanes, bicycle parking, and bicycle amenities at commercial and residential uses

- Improve intersections, and implement Intelligent Transportation Systems (ITS) strategies, including Pedestrian oriented intersection design strategies
- Pedestrian countdown signals

Policy 6.2: Transportation Demand Management

The City shall encourage appropriate TDM strategies to improve the mobility systems efficiency, effectiveness and safety. These may include but are not limited to efforts to reduce the dependence on single-occupant vehicle trips, and the encouragement of the use of bicycle, pedestrian and transit modes as a means of commuting and recreational mobility. These may include, but are not limited to:

- carpools,
- van pools,
- demand response service,
- paratransit services (for special needs population),
- public/private provision of transit service,
- bike sharing, or shared car initiatives,
- provision of bicycle racks
- provision of parking for carpools
- alternative hours of travel, including flexible work hours, staggered work shifts, compressed work weeks and telecommuting options,
- subsidy of transit fares,
- used of long term parking to be developed at City's entry points,
- shared vehicular and pedestrian access for compatible land uses, where possible,
- shared parking agreements for compatible land uses, where possible,
- provision of transit amenities,
- car share vehicle parking.

Following is an explanation of each section of the proposed ordinance.

Boundaries: The proposed parking district No. 5 includes those properties with a lot line on Alton Road from 5 Street on the south to Dade Boulevard on the north with the exception of properties included in parking district No. 2 (Lincoln Road). Analysis shows that all properties in this corridor segment share common characteristics with respect to parking needs and future development objectives.

Residential parking: The proposed ordinance would to reduce parking requirements for new residential construction or for increasing the number of units in an existing building. The proposed parking ratios are based on the size of the units with small incremental increases in the required number of parking spaces as the unit sizes get larger. These ratios will more closely mirror the actual size of existing apartment units and the rate of vehicle ownership within the neighborhood. Data from the 2000 Census shows that over 36% of the households in the study area had no car at all and another 51% owned only 1 car. The reduced parking requirement for smaller apartments will help to reduce the cost of those units, which supports an important objective for housing affordability.

The Planning Department recently reevaluated the residential parking ratios recommended in the November 17, 2010 ordinance and determined that they should be adjusted to a slightly higher requirement to account for the parking needs of any potential large scale residential development. The revised residential parking ratios are also similar to the adopted parking ratios for the North Beach Town Center TC zoning district.

Following is a comparison of the minimum required parking spaces per dwelling unit for the existing zoning code, the 2010 proposed ordinance and the 2012 revised recommendation.

	Unit Size (sq. ft.)					
	550-799	800-999	1000-1199	1200-1399	1400-1599	1600 +
<u>Existing Code</u>	1.5	1.5	1.75	2.0	2.0	2.0
2010	.75	1.0	1.25	1.5	1.75	2.0
2012	1.0	1.25	1.5	1.75	2.0	2.25

Further reductions in the minimum residential parking requirements are available on a voluntary basis for parking spaces dedicated to an official car sharing program. The recommended reduction would be 4 parking spaces for every 1 parking space reserved for a vehicle owned and operated by an official car-share program sanctioned by the City of Miami Beach, not to exceed a total of 4 car-share parking spaces or 20% of the total number of required residential parking spaces, whichever is lower.

Retail stores, food stores and personal service establishments: The first 2,500 square feet for each individual establishment is proposed to be exempted from any parking requirement up to a total aggregate square footage of 10,000 square feet per development site. The theory behind this is that generally, smaller businesses will be catering to the local residential market, where many of the customers currently access the businesses by walking, bicycling or the South Beach Local. Attracting locally-oriented businesses is an objective identified during the Alton Road neighborhood planning process. This is a more targeted parking exemption than that which is used in parking districts 2, 3, and 4, where all retail/service uses are exempted from parking requirements. Any portion of an establishment over 2,500 sq. ft. or over a total aggregate square footage of 10,000 sq. ft. will be subject to the existing parking requirement of 1:300.

At the request of Mayor Bower, the Administration has prepared alternate language for consideration by the LUDC that would require a minimum of 2 parking spaces for each establishment of 2,500 square feet or less. This would translate to 1 - 3 parking spaces for each store under 2,500 square feet, depending upon the size of each store. See pages 4-5 of the attached ordinance.

Examples of proposed Retail parking reduction

Total retail sq. ft. in building	Number of stores total	Number of stores @ 2,500 sq.ft.	Proposed Parking Dist #6 required spaces	Mayor's Alternate proposal (min 2 per store)	Existing parking space requirement
10,000	6	6	0	12	34
10,000	4	4	0	8	34
10,000	3	2	9	13	34
10,000	2	1	17	19	34
10,000	1	0	25	25	34
20,000*	8	8	34	42	67
20,000*	5	4	34	42	67
20,000*	5	2	43	47	67
20,000*	2	1	51	53	67

* Note that only the first 10,000 sq. ft. are eligible for parking reduction

Subsequent to the September 19, 2012 LUDC meeting, the Administration reevaluated the recommendation for parking reductions for retail stores, food stores and personal service establishments and determined that it should be revised to apply only to development sites with a total of 10,000 square feet or less of these uses. In addition, the revised recommendation would remove the incremental reduction for individual stores that are over 2,500 sq. ft. but less than 10,000 sq. ft. Therefore, the revised tables of example retail development sites would look like this:

REVISED Examples of proposed Retail parking reduction

Total retail sq. ft. in building	Number of stores total	Number of stores @ 2,500 sq.ft. or less	Proposed Parking Dist #6 required spaces	Mayor's Alternate proposal (min 2 per store)	Existing parking space requirement
10,000	6	6	0	12	34
10,000	4	4	0	8	34
10,000	3	2	17	21	34
10,000	2	1	25	27	34
10,000	1	0	34	34	34
10,001*	7	6	34	34	34
10,001*	4	2	34	34	34
10,001*	2	1	34	34	34
20,000*	12	12	67	67	67
20,000*	12	1	67	67	67

* Note that only the first development sites with a maximum of 10,000 sq. ft. are eligible for parking reduction

Restaurant, outdoor café or bar: The first 1,500 square feet or 60 seats (up to a total aggregate square footage of 5,000 square feet per development site) is proposed to be exempted from any parking requirement. The logic is the same as for retail/service uses except that the occupancy is much higher per square foot in food and drink establishments. Any portion of an establishment over 1,500 square feet or 60 seats (or over a total aggregate square footage of 5,000 sq. ft.) will be subject to the existing parking requirement of 1 space per 4 seats or 1 space per 60 square feet of space not used for seating.

At the request of Mayor Bower, the Administration has prepared alternate language for consideration by the LUDC that would require a minimum of 1 space per 12 seats and 1 space per 180 square feet of standing area in a bar not utilized for seating for the first 60 seats or 1,500 square feet of floor area in each establishment. See page 5 of the attached ordinance.

Hotel, suites hotel, motel or motor lodge: The proposed ordinance would require a minimum of 1 space per 2 units, which is half of the existing requirement of 1 space per unit. This is based on the assumption that hotel guests generally do not need a car in this neighborhood, and that most of the employees will access the site by walking, bicycling or transit.

Offices: The proposed minimum parking requirement for office space is the same as the existing requirement (1:400 and medical 1:300). However, a reduction of 20% is available in exchange for a voluntary covenant ensuring that there will be no reserved parking for individual tenants.

Centralized parking: This option is available to non-residential development located near a publicly accessible parking facility (public or private-owned), provided that a parking study demonstrates that there are a sufficient number of parking spaces available to serve the subject development. The proposed reduction in the minimum parking requirement is based upon distance from the off-site facility: 30% for sites within 500 feet, 20% for sites within 1000 feet and 10% for sites within 1200 feet. This policy supports the efficient use of centralized parking facilities and encourages customers to park their car once and walk to a variety of destinations in the commercial district, rather than driving to multiple private parking lots. The Administration recommends a clarification to this paragraph stating that distances shall be measured along the pedestrian pathway between the pedestrian access points for the subject uses and the parking facility.

Shared parking: Section 130-221 of the City code currently provides a parking reduction for mixed-use developments based upon the day and time of peak parking demand for each type of land use. However, it does not include residential uses and does not allow off-site parking. Parking district No. 5 would add residential uses to the shared parking calculation at a rate of 50% utilization for daytime weekdays, 70% utilization for daytime weekends, and 100% utilization for nighttime. The proposed ordinance would also allow the shared parking spaces to be located off-site within 600 feet.

Carpool and vanpool parking: The proposed ordinance would reduce the minimum parking requirement by 3 parking spaces for every 1 parking space reserved for carpool or vanpool vehicles registered with South Florida Commuter Services, not to exceed a reduction of more than 10% of the off-street parking spaces that would otherwise be required. The property manager must submit an annual report to the Planning Director documenting the carpool/vanpool registration and ongoing participation by registered users. This option is limited to non-residential uses, whereas the residential uses have the car-sharing option described above.

Bicycle parking: The proposed ordinance would introduce minimum parking requirements for bicycles, including short term spaces (bicycle racks) for customers and long term spaces for employees and residents. The long term spaces would require more security such as being located in a fenced area or inside the building. The bicycle parking requirements are based on the LEED (Leadership in Energy and Environmental Design) standards for neighborhood development. They are an important complement to the reduced vehicle parking requirements in parking district No. 5. The Administration envisions these bicycle parking standards to be a model for the entire city.

The minimum required vehicular parking would be reduced by: 1 space for every 5 long term bicycle parking spaces and 1 space for every 10 short term bicycle parking spaces, not to exceed a total of 30 vehicular parking spaces or 15 percent of the required vehicle parking spaces, whichever is less.

Historic Buildings: A change of use or alteration to contributing buildings in historic districts do not require parking unless additional floor area is added to the building. This is an important principle that has existed in the City Code for many years to promote historic preservation. The proposed Parking District #6 would not affect that provision of the Code.

FISCAL IMPACT

In accordance with Charter section 5.02, which requires that the "City of Miami Beach shall consider the long-term economic impact (at least 5 years) of proposed legislative actions,"

this shall confirm that the City Administration evaluated the long-term economic impact (at least 5 years) of this proposed legislative action, and estimated that the proposed Alton Road Parking District No. 5 ordinance will have a direct fiscal impact on parking impact fee revenue of approximately -\$37,000 annually for existing retail and restaurant businesses that would no longer be required to pay the annual fee-in-lieu of providing parking. In the future, there will be new businesses that qualify for the parking exemption, thereby reducing potential future revenue to the parking impact fee fund. However, this is expected to be more than offset by the incentive that this ordinance provides for development of new businesses in the Alton Road corridor. New construction and rehabilitation is expected to increase property tax and sales tax revenue to the City. Reduced parking requirements in this ordinance are also expected to increase parking revenue, especially in the 5th and Alton garage. Therefore, the long term net fiscal impact is expected to be positive.

PLANNING BOARD ACTION

On September 28, 2010, the Planning Board held a public hearing on the proposed Alton Road Parking District No. 5 ordinance and recommended approval, as amended, by a 5-0 vote. It should be noted that revisions requested by Mayor Bower have not been reviewed by the Planning Board.

ADMINISTRATION RECOMMENDATION

The Alton Road Parking District No. 5 ordinance was designed to fit the context-specific conditions in the Alton Road corridor such as convenient access to transit, walking/biking distance to multiple destinations, low auto-ownership rates in the neighborhood, and availability of public parking. It is also based on neighborhood-specific planning objectives listed at the top of page 3 in this memo such as to encourage smaller, more affordable housing units and the growth and development of small, neighborhood serving business.

The parking ordinance was a companion item to the Alton Road Historic District Buffer Overlay district. As such, it was also designed to offset the extra requirements and restrictions of the Overlay district designed to protect the adjacent Flamingo Park Historic District.

Ideally these two ordinances should be adopted together because they support one another. However, the Administration believes that the Alton Road Parking District No. 5 ordinance is valid as a standalone ordinance because it is based on the planning principles described in this memo.

The revisions that have been suggested herein to the original 2010 version of the Alton Road Parking District No. 5 ordinance include (1) an increase in the residential parking ratios, (2) a limitation on the total number of parking spaces that can be reduced in exchange for car-share parking and bicycle parking and (3) a limitation on the retail parking reductions to small stores within aggregations of 10,000 sq. ft. or less and to small restaurants within aggregations of 5,000 sq. ft. or less. These changes resulted from a more detailed analysis of the potential parking requirements for large-scale development in the Alton Road corridor, which was thought to be limited to small sites when the original studies were conducted.

Attachments

KGB\JGG\RL\JAM

M:\\$CMB\CCUPDATES\Land Use and Development Committee\2012\November 5, 2012\Alton Rd Parking Dist #6 LUDC

ORDINANCE NO. _____

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE CODE OF THE CITY OF MIAMI BEACH, FLORIDA, BY AMENDING CHAPTER 130 OFF-STREET PARKING, ARTICLE II "DISTRICTS; REQUIREMENTS," SECTION 130-31 "PARKING DISTRICTS ESTABLISHED," CREATING A NEW PARKING DISTRICT NO. 6, AND SECTION 130-33 "OFF-STREET PARKING REQUIREMENTS FOR PARKING DISTRICTS NOS. 2, 3 AND 4," BY ADDING NEW PARKING REGULATIONS FOR PARKING DISTRICT NO. 6, FOR PROPERTIES WITH A LOT LINE ON ALTON ROAD FROM 5TH STREET TO DADE BOULEVARD, INCLUDING A REDUCTION IN OFF-STREET PARKING REQUIREMENTS FOR CERTAIN LAND USES AND BICYCLE PARKING REQUIREMENTS; PROVIDING FOR CODIFICATION; REPEALER; SEVERABILITY; AND AN EFFECTIVE DATE.

WHEREAS, In the summer of 2006, the Historic Preservation Board initiated the westward expansion of the Flamingo Park Local Historic District to the east right-of-way line of Alton Road between 6 Street and 14 Street, and requested the Planning Department to initiate a major planning study of the Alton Road corridor, including both sides of the road between 5 Street and Michigan Avenue, to include an analysis and evaluation of existing uses and conditions, historically significant properties, permitted building heights, allowable FAR, parking conditions and requirements, the efficacy of current zoning, and the character of the public right-of-way with regard to pedestrian amenities, convenient means of transit, and quality of landscape.

WHEREAS, on January 16, 2008, the Mayor and City Commission approved Ordinance No. 2008-3592, expanding the boundaries of the Flamingo Park Historic District westward expansion to Alton Road between 8 Street and 14 Street; and on January 28, 2009, the Mayor and City Commission approved Ordinance No. 2008-3592, expanding the boundaries of the Flamingo Park Historic District westward expansion to Alton Road between 6 Street and 8 Street; and

WHEREAS, the Planning Department conducted an analysis of existing conditions, issues and opportunities in the Alton Road corridor and held a community planning workshop on August 20, 2008 to receive community input on land use, zoning, business development, parking, transit and pedestrian/bicycle amenities; and

WHEREAS, on January 27, 2009, the Planning Department presented preliminary findings and recommendations for the Alton Road Neighborhood Planning Study to the Planning Board; and

WHEREAS, on February 26, 2009, the Planning Department and the Planning Board held a second community planning workshop on the Alton Road Neighborhood Planning Study to receive community input; and

WHEREAS, on April 21, 2009, May 26, 2009 August 25, 2009, and September 22, 2009, the Planning Board held additional detailed discussions on the proposed zoning modifications and parking regulations for the Alton Road corridor, and

WHEREAS, on November 17, 2009 and April 27, 2010, the Planning Board recommended approval of the proposed "Alton Road – Historic District Buffer Overlay" district which is intended to achieve a more compatible relationship of scale and massing between new development along the east side of the Alton Road corridor and the adjoining residential neighborhoods, by promoting mixed-use development that makes efficient use of parking, by minimizing the concentration of impacts from intense retail and restaurant development and by encouraging smaller neighborhood-oriented uses.

WHEREAS, the Alton Road corridor and its adjoining neighborhoods have one of the lowest rates of automobile ownership in the city and one of the highest rates of walking, bicycling and transit modes of transportation in the city; and

WHEREAS, the draft Transportation Element of the City of Miami Beach Comprehensive Plan states that the City shall examine the economic, transportation and recreational impact of strategically limiting parking in certain areas, as a means to reinforce alternative modes of transportation; and the City shall continuously monitor and update the parking requirements in the Land Development Regulations to result in a better ratio of supply to demand which implements innovative parking strategies in commercial areas to promote multimodalism; and

WHEREAS, the draft Transportation Element of the City of Miami Beach Comprehensive Plan states that the City shall require all new developments to provide secure short term and long term bicycle parking in the form of bicycle racks, bicycle lockers, locked rooms or other appropriate enclosures as a way of reducing the demand for automobile parking; and

WHEREAS, the City desires to reduce parking requirements with certain conditions in the Alton Road corridor between 5th Street and Dade Blvd. in order to encourage continuing high percentages of walking, bicycling and transit modes of transportation, to minimize increases in traffic congestion, and to reduce the scale and massing of new development to be more compatible with adjacent residential neighborhoods.

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:

Sec. 130-31. Parking districts established.

(a) For the purposes of establishing off-street parking requirements, the city shall be divided into ~~four~~ five parking districts.

(1) *Parking district no. 1.* Parking district no. 1 is that area not included in parking districts nos. 2, 3, ~~and 4 and 6.~~

(2) *Parking district no. 2.* Parking district no. 2 includes those properties with a lot line on Lincoln Road from the west side of Washington Avenue to the east side of Alton Road and those properties north of Lincoln Road and south of 17th Street from the west side of Washington Avenue to the east side of Lenox Court.

(3) *Parking district no. 3.* Parking district no. 3 includes those properties with a lot line on Arthur Godfrey Road from the east side of Alton Road to west side of Indian Creek Waterway.

(4) *Parking district no. 4.* Parking district no. 4 includes those properties within the CD-2 and CD-3 commercial districts with a lot line on 71st Street from the west side of Collins Avenue to the east side of Rue Notre Dame, and those properties with a lot line on Normandy Drive from the west side of the Indian Creek Waterway to the east side of Rue Notre Dame.

* * *

(5) *Parking district no. 6.* Parking district no. 6 includes those properties with a lot line on Alton Road from 5 Street on the south to Dade Boulevard on the north, with the exception of properties included in parking district no. 2..

(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 (i) located within the architectural district, (ii) a contributing building within a local historic district, or (iii) individually designated historic building. This provision shall not apply to renovations and new additions to existing buildings which create or add floor area to new construction which has a parking requirement.

* * *

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

(a) Except as otherwise provided in these land development regulations, when any building or structure is erected or altered in parking districts nos. 2, 3 and 4 accessory off-street parking spaces shall be provided for the building, structure or additional floor area as follows. There shall be no off-street parking requirement for uses in this parking district except for those listed below:

(b) Except as otherwise provided in these land development regulations, when any building or structure is erected or altered in parking district no. 6, off-street automobile parking spaces shall be provided for the building, structure or additional floor area as follows. For uses not listed below, the off-street parking requirement shall be the same as for parking district no. 1 in section 130-32.

(1) Apartment building and apartment-hotel:

- a. 1.0 spaces per unit for units between 550 and 799 square feet;
- b. 1.25 spaces per unit for units between 800 and 999 square feet;
- c. 1.5 spaces per unit for units between 1000 and 1199 square feet;
- d. 1.75 spaces per unit for units between 1200 and 1399 square feet;
- e. 2.0 spaces per unit for units between 1400 and 1599 square feet;
- f. 2.25 spaces per unit for units above 1600 square feet.
- g. 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.
- h. Car Sharing: The minimum parking requirements listed in a – g above may be reduced by 4 parking spaces for every 1 parking space reserved for a vehicle owned and operated by an official car-share program sanctioned by the City of Miami Beach, not to exceed a total of 4 car-share parking spaces or 20% of the total number of required residential parking spaces, whichever is less

(2) Retail stores, food stores, personal service establishments: There shall be no parking requirement for individual establishments of 2,500 square feet or less up to a total aggregate square footage of 10,000 square feet per development site. For individual establishments over 2,500 square feet or for development sites with a total aggregate square footage of more than 10,000 square feet of these uses, , there shall be one space for every 300 square feet of floor area. A covenant running with the land, acceptable to the City Attorney, shall be recorded to ensure that individual stores will not be reconfigured internally in a way that would increase the minimum parking requirement without conditional use approval and payment of a one-time parking impact fee for each required parking space.

Option for amending the ordinance responding to comments by Mayor Bower:

Retail stores, food stores, personal service establishments: There shall be a minimum of 2 parking spaces for each individual establishment of 2,500 square feet or less.

(3) Restaurant, outdoor café or bar: There shall be no parking requirement for individual establishments of 60 seats or less or 1,500 square feet or less, whichever is greater, up to a total aggregate square footage of 5,000 square feet per development site. For

individual establishments over 60 seats or 1500 square feet, whichever is greater, or for development sites with a total aggregate square footage of more than 5,000 square feet of these uses, there shall be one space per four seats or one space per 60 square feet of space not used for seating. A covenant running with the land, acceptable to the City Attorney, shall be recorded to ensure that individual stores will not be reconfigured internally in a way that would increase the minimum parking requirement without conditional use approval and payment of a one-time parking impact fee for each required parking space.

Option for amending the ordinance responding to comments by Mayor Bower:

Restaurant, outdoor café or bar: For individual establishments of 60 seats or less or 1,500 square feet or less, whichever is greater, there shall be a minimum of 1 space per 12 seats and 1 space per 180 square feet of standing area in a bar not utilized for seating. (Note: For small neighborhood restaurants and bars, this would require approximately one third of the parking spaces required in the current code.)

(4) Hotel, suites hotel, motel or motor lodge: One space per 2 units; however, suites hotel units as defined in section 142-1105 that are greater than 550 square feet and that contain full cooking facilities shall have the same parking requirement as apartment buildings in (1) above. Required parking for hotel accessory uses shall be the same as for (2) and (3) above:

(5) Offices: 1 space per 400 square feet of floor area. However, medical offices and clinics or offices located on the ground floor shall provide one space per 300 square feet of floor area. The minimum parking requirements for office uses may be reduced by up to 20 percent in cases where the developer voluntarily proffers a restrictive covenant running with the land, form approved by the City Attorney, ensuring that the required office parking spaces shall be shared by all users in the building and shall not be reserved for individual persons or tenants.

(6) All non-residential uses: The minimum parking requirement may be reduced as follows:

a. Centralized parking: The minimum parking requirement may be reduced for properties located near a publicly accessible off-street parking facility according to the following formulas: up to 30 percent within 500 feet, up to 20 percent within 1000 feet, up to 10 percent within 1200 feet. Such reduction shall be subject to a finding by the Planning Director based upon a parking study provided by the applicant that documents the availability of parking spaces within the publicly accessible parking facility to serve the residual demand resulting from the reduced number of on-site parking spaces, and the availability of safe and convenient pedestrian access routes to the off-site parking supply. Distances shall be measured along the pedestrian pathway between the pedestrian access points for the subject uses and the parking facility.

b. Shared parking: Mixed use development is encouraged to utilize the Shared Parking calculations in Section 130-221. Parking for residential uses may be included in the Shared Parking calculation at a rate of 50% for daytime weekdays, 70% for daytime weekends and 100% for all other times. Shared Parking shall be designated by appropriate signage and markings. The Shared

Parking facility may be located off-site within 600 feet of the uses served, subject to section 130-36.

c. Carpool/Vanpool parking: The minimum parking requirement may be reduced by 3 parking spaces for every 1 parking space reserved for carpool or vanpool vehicles registered with South Florida Commuter Services, not to exceed a reduction of more than 10% of the off-street parking spaces that would otherwise be required. The property manager must submit an annual report to the Planning Director documenting the carpool/vanpool registration and ongoing participation by registered users.

(7) Bicycle Parking. Short term and long term bicycle parking shall be provided for new construction or substantial rehabilitation over 1,000 sq. ft. according to the minimum standards in the table below and the "Guidelines for the Design and Management of Bicycle Parking Facilities" available from the Planning Department.

- a. Short Term bicycle parking (bicycle racks) serves people who leave their bicycles for relatively short periods of time, typically for shopping, recreation, eating or errands. Bicycle racks should be located in a highly visible location near the main entrance to the use.
- b. Long Term bicycle parking includes facilities that provide a high level of security such as bicycle lockers, bicycle cages and bicycle stations. These facilities serve people who frequently leave their bicycles at the same location for the day or overnight.

TABLE INSET

<u>Land use</u>	<u>Minimum short term bicycle parking spaces (whichever is greater)</u>	<u>Minimum long term bicycle parking spaces (whichever is greater)</u>
<u>Commercial non-retail</u>	<u>4 per project or 1 per 10,000 sq. ft.</u>	<u>1 per 10% of employees or 2 for 5,000 sq ft and under 3 for 5,001-20,000 sq. ft 6 for 20,001 – 50,000 sq. ft. 10 for 50,000 sq. ft. and over</u>
<u>Retail</u>	<u>1 per business, 4 per project or 1 per 5,000 sq. ft.</u>	<u>1 per 10% of employees or 2 for 5,000 sq ft and under 3 for 5,001-20,000 sq. ft 6 for 20,001 – 50,000 sq. ft. 10 for 50,000 sq. ft. and over</u>
<u>Restaurants, bars, nightclubs</u>	<u>1 per 10 seats or occupants</u>	<u>1 per 10% of employees</u>
<u>Hotel</u>	<u>2 per hotel or 1 per 10 rooms</u>	<u>1 per 10% of employees</u>
<u>Multifamily residential</u>	<u>4 per project or 1 per 10 units</u>	<u>1 per unit</u>

- c. Developers are encouraged to provide more than the minimum requirement as appropriate for the particular uses in a building. The minimum required vehicular parking shall be reduced by: 1 space for every 5 long term bicycle parking spaces and 1 space for every 10 short term bicycle parking spaces, not to exceed a total of 30 vehicular parking spaces or 15 percent of the required vehicle parking spaces, whichever is less.
- d. Nonresidential uses that provide showers and changing facilities for bicyclists shall be exempted from vehicle parking requirements at a rate of 2 vehicle parking spaces for each separate shower facility up to a maximum of 8 parking spaces.
- e. Short term bicycle parking spaces may be provided in the public right-of-way, subject to design review, in situations where suitable space near the entrance to the building or storefront is not available on private property. Bicycle parking in the public right-of-way shall be subject to review and approval by the Public Works Department and shall not encroach on the pedestrian throughway zone.

