



MIAMI BEACH

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

COMMITTEE MEMORANDUM

TO: Members of the Land Use and Development Committee

FROM: Kathie G. Brooks, Interim City Manager *[Signature]* for KGB

DATE: January 23, 2013

SUBJECT: **DISCUSSION REGARDING HOTEL PARKING REQUIREMENTS**

At its January 16, 2013 meeting, the City Commission referred this item to the Land Use and Development Committee. Please see the attached memorandum for discussion.

Attachment

KGB/JGG/RGL

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COMMISSION ITEM SUMMARY

Condensed Title:

An Ordinance Amendment proposing to modify the off street parking requirements for hotel development in the City.

Key Intended Outcome Supported:

Neighborhood satisfaction and Maintain strong growth management policies.

Supporting Data (Surveys, Environmental Scan, etc More than half of all residential respondents, 55%, suggested the effort put forth by the City to regulate development is "about the right amount."

Issue:

Should the City Commission approve an Ordinance at First Reading modifying the off street parking requirements for hotel development?

Item Summary/Recommendation:

FIRST READING
 The proposed Ordinance would amend the parking requirements for hotel development within the City by reducing the off street parking requirement from 1 space per hotel unit to .5 spaces per hotel unit, for the first 100 units. There are 2 versions of the Ordinance. The Planning Board has recommended that the .5 ratio be applicable city wide. The Planning Department version recommends that the .5 ratio be applicable in certain, defined areas of the City, including historic and national register districts, as well as areas of North Beach, and .75 spaces per hotel room outside of local historic Districts. Both versions exclude the West Avenue residential corridor and south of Fifth Street.

The Administration would recommend that the City Commission approve either the Administration Recommendation alternative or the Planning Staff's recommendation upon First Reading and set a Second Reading Public Hearing for February 6, 2013.

Advisory Board Recommendation:

On October 30, 2012, the Planning Board (PB File No. 2078) recommended that the City Commission approve the Planning Board version of the proposed Ordinance by a vote of 5-2.

Financial Information:

| Source of Funds: | | Amount | Account |
|--|--------------|--------|---------|
| <div style="border: 1px solid black; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">  </div> OBPI | 1 | | |
| | 2 | | |
| | 3 | | |
| | Total | | |

Financial Impact Summary:

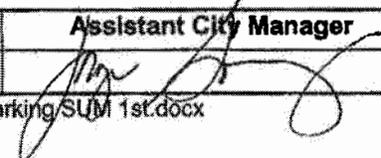
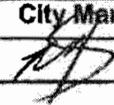
The proposed ordinance, by reducing required parking for hotels in historic districts, will reduce the receipts for fees in-lieu of parking, as many hotel projects in these districts must resort to paying these fees when parking on site or nearby cannot be provided. Although the amount of the reduction in impact fees to the City cannot accurately be pinpointed as this involves estimating future development levels, some hotel projects already underway would be affected, and the resulting impact to the City of forgoing these payments would be approximately \$2.5 million.

Balanced against the potential loss of parking impact fee revenue is the potential for additional revenue from increased hotel development, which might be expected to include an increase in resort tax receipts, and a general improvement in the property tax base and income from permits and fees that may be associated with an increased level of new proposed development. Increased hotel room construction within appropriate areas of the City would be expected to have a positive effect on the overall economic health of the City, as estimates indicate that spending by visitors to hotels in Miami Beach is approximately \$621 per room/night, including room rate, transportation, entertainment, meals and shopping. At an occupancy rate of 75.3%, this would translate into \$170,000 in additional economic activity per year, and approximately \$2,600 in additional resort tax collections per year, for each additional hotel room added.

City Clerk's Office Legislative Tracking:

Richard Lorber or Thomas Mooney

Sign-Offs:

| Department Director | Assistant City Manager | City Manager |
|---------------------|---|---|
| |  |  |

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AGENDA ITEM R5E
 DATE 1-16-13



MIAMI BEACH

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

COMMISSION MEMORANDUM

TO: Mayor Matti Herrera Bower and Members of the City Commission

FROM: Kathie G. Brooks, Interim City Manager

DATE: January 16, 2013

SUBJECT: **Hotel Parking Requirements**

FIRST READING

A 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," BY AMENDING THE OFF-STREET PARKING REQUIREMENTS FOR HOTELS IN ALL DISTRICTS; PROVIDING FOR REPEALER, SEVERABILITY, CODIFICATION AND AN EFFECTIVE DATE.

ADMINISTRATION RECOMMENDATION

Approve the Planning Department version of the Ordinance on First Reading and set a Second Reading Public Hearing for February 6, 2013.

BACKGROUND

A discussion regarding parking requirements for hotels and how the City can incentivize good hotel development was referred to the Land Use and Development Committee by the City Commission on February 9, 2011. On May 16, 2012, the LUDC referred the matter to the Planning Board and recommended that the Board review a proposed ordinance amending hotel parking requirements for hotel units only, but not the parking requirements for accessory uses. On October 30, 2012, the Planning Board considered the version of the Ordinance being recommended by the Planning Department, and recommended approval of a slightly different version of the proposed Ordinance.

ANALYSIS

As noted in Attachment 1, the current parking requirements for hotels, and for convention hotels are based upon the number of rooms within the hotel. There are also additional parking requirements for accessory uses within hotels, such as retail, restaurants, auditoriums, ballrooms, convention halls, gyms, and meeting rooms, although they are less than those requirements for stand-alone uses, since the assumption is that many of those patrons using the accessory uses will be hotel guests.

The mix of such uses found in various hotel developments means that there could be a wide differential of the amount of parking actually needed, based upon the different combination of uses. Many restaurants and clubs located within hotels actually draw a large percentage of patrons from outside of the hotel, and would rationally need more parking than those that were primarily used by hotel guests.

According to the Greater Miami Convention and Visitor's Bureau, 98 percent of overnight visitors to Miami Beach arrive by airplane. The visitors' decision about whether to rent a car will be influenced by many factors including walking distance to restaurants, shopping, entertainment, and/or convention/meeting space; therefore, location of the hotel is another important variable in determining hotel parking demand. Other factors

that influence the rental car choice are purpose of trip, length of stay, cost of parking and visitor profile. These factors are more difficult to analyze than location, but there are certain hotels that cater to a particular market segment that could arguably predict parking demand based upon its typical guest profile.

The Planning Department contacted the Greater Miami Convention & Visitors Bureau (GMCVB) and the Greater Miami & Beaches Hotel Association (GMBHA) to request their assistance with surveying existing hotels to determine the percentage of hotel guests that drive automobiles. The GMCVB and GMBHA obtained responses to this question from 14 hotels. The responses ranged from 10% to 30% guests with cars in South Beach hotels and 30% to 50% guests with cars in mid-beach hotels (see attachment 2).

A review of parking requirements for hotels in other Florida cities and in other tourist destination cities throughout the country show that most of them have a lower parking requirement for the dense, walkable, urban districts than our current requirement of one parking space per hotel room (1:1). While the ITE Institute of Transportation Engineering parking manual reflects a similar level of required parking as our existing code, this may reflect a more suburban, auto oriented type of hotel and may be less appropriate for Miami Beach. This theory is consistent with the other cities surveyed, which generally have a 1:1 parking requirement for suburban areas and a lower parking requirement for urban districts. The following table lists the minimum parking requirements for hotel guest rooms in the walkable urban districts of each city surveyed.

| Urban center | Minimum parking spaces per guest room | Other requirements |
|------------------|---------------------------------------|---------------------------|
| Orlando | 1:2 | 1:1 maximum |
| Miami | 1:2 | plus visitor parking 1:15 |
| Ft. Lauderdale | None required | |
| Tampa | 1:3 | |
| St. Petersburg | 1:4 | |
| Ft. Myers | 1:2 | |
| Delray Beach | 0.7:1 | |
| Charleston, SC | 1:1.5 | |
| Philadelphia, PA | None required | |
| New Orleans, LA | 1:3 | |
| Savannah, GA | None required | |

Based upon the research conducted so far, the Planning Department is supportive of reducing the hotel parking requirement to 1 space per 2 rooms as an incentive for good hotel development. Staff does not recommend changing the current parking requirements for ancillary facilities within hotels such as retail, restaurants, bars, nightclubs, meeting rooms and ballrooms. Parking requirements for such uses have already been discounted for a certain percentage of users being guests in the same hotel.

The following is a list of proposed or potential hotel projects that Planning Department staff has been working on or has been made aware of, along with comments describing at what phase of the development process the project is at, and what is staff's understanding of the impact of the passage of the proposed reduction of hotel parking requirements might be on each project.

Please note that the City does not currently require pro forma business calculations as part of the development review process, so the request for this information cannot be provided.

| | Project | Description | Ordinance impact |
|---|--|---|---|
| 1 | Courtyard by Marriott 3925 Collins Ave. <i>Historic district</i> | New construction of 10 story addition to existing hotel, and adding a basement garage, includes 93 hotel units. Providing 68 new parking spaces on-site; still a 26 space deficit. \$910,000 paid in parking impact fees for 26 space deficit currently in escrow account. | Passage of ordinance prior to final C.O. would result in return of the amount above, as the 68 spaces being constructed would then cover all parking requirement for the new construction. |
| 2 | Riviera Lofts Hotel 318 21 st Street <i>Historic district</i> | New construction of 4 story hotel bldg addition with 43 rooms. No place for parking. Parking impact fee of \$1,505,000 paid for 43 space deficit; ½ has been paid to the City and ½ is currently in escrow account. | Passage of ordinance prior to final C.O. would result in the return of the amount currently in escrow. \$770,000 already paid City would remain with City. |
| 3 | Wyndham Gardens 11 th and Washington <i>Historic district</i> | Proposed one-story rooftop additions to several existing historic buildings. 51 new units proposed. No place for added parking. | Parking impact fee would be reduced by half, from \$1,785,000 to \$ 892,500. |
| 4 | Residence Inn 1231 17 th Street (at West Avenue) <i>Not Historic District</i> | Proposed extended stay hotel on irregularly shaped vacant parcel. Going to Planning Board. 116 units and minimal accessory commercial. 66 parking spaces proposed to be on-site (using lifts). | Passage of the Planning Board version of the ordinance (.5) would mean that the proposed 66 on-site spaces with mechanical lifts would satisfy the parking requirement. The Planning Department version of the ordinance (.75) would require a reduction of the number of units proposed or the addition of more parking spaces. |

The amounts involved in satisfying parking requirements for new construction with the fee in-lieu of parking can be quite high, with fees of over \$1 million not uncommon. This money goes into a special fund, used to finance parking garage construction by the City. It can also be used for transportation related projects. The construction of new parking garages in the South Beach area has already proceeded somewhat vigorously, with a new garage becoming operational in Sunset Harbour and another garage being proposed in the Collins Park area on 23rd Street. There may be little opportunity for additional parking garage construction in South Beach in the near future; more parking fee funds could, however, be directed towards alternative transportation projects.

Staff believes that incentivizing additional hotel room construction within appropriate areas of the City would have a greater positive effect on the overall economic health of the City than maintaining the status quo simply to retain maximum contributions to the parking impact fee funds. Information from the Greater Miami Convention and Visitor's Bureau (GMCVB) indicates that spending by visitors to hotels in Miami Beach is approximately \$621 per room/night, including room rate, transportation, entertainment, meals and shopping. At an occupancy rate of 75.3%, this would translate into \$170,000 in additional economic activity per year, and approximately \$2,600 in additional resort tax collections per year, for each additional hotel room added.

Quantifying the number of new hotel rooms that would result from passage of the ordinance is difficult. While some of the projects listed above might go forward regardless of the level of impact fees or parking requirements, others are more speculative and might only be expected to proceed through to construction if the reduction was approved. It should be noted that while some of the projects listed are providing as much parking as possible on site, most sites located within historic districts are unable to provide much, if any, on-site parking. In general, the nature of these proposals are additions to existing hotels in historic districts, or development of new hotels on problematic parcels of land that could not accommodate large numbers of parked cars, and staff has been generally supportive of these types of developments, especially when the focus is on hotel rooms rather than accessory commercial restaurants and entertainment establishments.

The purpose of the proposed ordinance is to foster new hotel development. During the course of discussion, it has become clear that this hotel development should occur within areas of the City that are compatible with hotel development. It is not the intention of the ordinance to incentivize hotel development in those areas where hotels are not compatible. As such, the West Avenue Corridor and the South of Fifth Street areas have been removed from the area of applicability. This would address the concerns of residents and stakeholders who do not want to encourage additional tourism and hotel development within established residential areas, while allowing such encouragement in most of the rest of the City.

In response to concerns raised regarding the appropriateness of hotel uses in certain zoning districts, staff has examined the proposed ratio of required spaces for hotels, as well as different areas of the City that would realize the greatest benefit from the proposed revised Ordinance. After removing the South of Fifth Street and West Avenue neighborhoods from the reduced parking areas, staff concluded that the following areas of the City, which are zoned Commercial, or Multi-family Residential (RM-2 or RM-3), were the most compatible for increased hotel development:

- Local Historic Districts
- National Register Historic Districts
- The North Beach resort area, generally bounded by 62nd Street and 73rd Street, from Indian Creek to the Atlantic Ocean

Because these areas are the most compatible for expanded hotel development, staff believes that the proposed ratio of .5 spaces per hotel unit would be appropriate. However, for larger structures in excess of 100 hotel units, the ratio should be adjusted upward, as the likelihood for increased vehicular trips rises with larger hotel developments.

This revised proposal also takes into account the issue of hotel employee parking. Staff has concluded that additions to existing hotel facilities should not result in the same

magnitude of new employees requiring parking as would a new hotel project on a vacant lot. Incremental addition of rooms should be more easily absorbed by existing labor corps, without the same reliance on hiring large numbers of new employees that new construction of brand new hotels would.

As it pertains to the remaining multi-family and commercial areas of the City, staff believes that these areas do not have the same compact, walkable attributes that the above noted areas do, nor are they as oriented toward tourists/visitors. As such, staff believes that hotel guests in the remaining multi-family and commercial areas of the City would be more reliant on automobile transportation and that the parking space ratio should be adjusted to .75 spaces per unit, for the first 100 units. Planning Department staff believes that a difference should be made between the compact historic areas closely tied to tourism, and those areas that are more automobile oriented or more oriented towards permanent residents.

The majority of the Planning Board did not reach the same conclusion as staff regarding the different areas of the City, and recommended approval of a version of the proposed that has the .5 ratio used City Wide (excluding the West Avenue and South of Fifth Neighborhoods). The Planning Department has proposed an alternate version of the Ordinance transmitted by the Planning Board, which includes the aforementioned .75 ratio.

On December 19, 2012, the Land Use and Development Committee considered the two versions of the ordinance - the Planning Board recommended version and the Planning Department recommended version. After a lengthy discussion, the Land Use Committee could not reach a consensus on either version, and transmitted both versions to the full City Commission for a final decision, without recommending either version.

PLANNING BOARD REVIEW

The subject Ordinance came before the Planning Board on July 24, 2012 and was continued to a date certain of August 28, 2012 in order for more data to be submitted. On August 28, 2012, the Ordinance was discussed and continued to the September 24, 2012 meeting. On September 24, 2012, the item was discussed and continued to a date certain of October 30, 2012, in order for staff to propose specific districts that would benefit from lower parking requirements.

On October 30, 2012, the majority of the Planning Board did not reach the same conclusion as staff regarding the different areas of the City, and recommended approval of a version of the proposed that has the .5 ratio used City Wide (excluding the West Avenue and South of Fifth Neighborhoods). The Planning Department has proposed an alternate version of the Ordinance transmitted by the Planning Board, which includes the aforementioned .75 ratio. The Planning Board (by a 5-2 vote) transmitted the Planning Board version of the Ordinance Amendment to the City Commission with a favorable recommendation.

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.

The proposed ordinance, by reducing required parking for hotels in historic districts, will reduce the receipts for fees in-lieu of parking, as many hotel projects in these districts must resort to paying these fees when parking on site or nearby cannot be provided. Although the amount of the reduction in impact fees to the City cannot accurately be pinpointed as this

involves estimating future development levels, as the chart above indicates, some hotel projects already underway would be affected, and the resulting impact to the City of forgoing these payments would be approximately \$2.5 million. For future projects, the impact cannot be accurately assessed, as developers may or may not move forward with projects depending on all costs involved.

Balanced against the potential loss of parking impact fee revenue is the potential for additional revenue from increased hotel development, which might be expected to include an increase in resort tax receipts, and a general improvement in the property tax base and income from permits and fees that may be associated with an increased level of new proposed development.

As discussed above, increased hotel room construction within appropriate areas of the City would be expected to have a positive effect on the overall economic health of the City, as estimates indicate that spending by visitors to hotels in Miami Beach is approximately \$621 per room/night, including room rate, transportation, entertainment, meals and shopping. At an occupancy rate of 75.3%, this would translate into \$170,000 in additional economic activity per year, and approximately \$2,600 in additional resort tax collections per year, for each additional hotel room added.

CONCLUSION

Attached are two versions of the ordinance, the Planning Board's recommendation which reduces parking to .5 spaces per hotel room citywide, and the Planning Department staff's recommendation which applies the reduction to .5 spaces only to historic districts and to North Beach areas targeted for encouraging hotel development and .75 spaces per hotel room outside of local historic Districts. Both versions exclude the West Avenue residential corridor and south of Fifth Street.

As there has been increased concern voiced by residents about the appropriateness of hotel development in traditionally residential areas, the Administration would not agree with the Planning Board's recommendation. In addition given that the Land Use and Development Committee did not specifically recommend either ordinance, if the Commission wishes to proceed more conservatively, the Administration recommends the Planning Staff's recommendations, however only applicable to additions and redevelopment, but not to new construction. The Administration would recommend that the City Commission approve either the Administration Recommendation alternative or the Planning Staff's recommendation upon First Reading and set a Second Reading Public Hearing for February 6, 2013.

Attachment 1

MIAMI BEACH EXISTING PARKING REQUIREMENTS

Hotel, suites hotel, motel or motor lodge: 1 space per unit; however, suites hotel units as defined in section 142-1104 that are greater than 550 square feet and that contain full cooking facilities on lots that are greater than 50 feet in width, shall have the same parking requirement as apartment buildings. Required parking for hotel accessory uses shall be as follows:

- a. Retail--Required parking shall be computed at 1 space per 400 square feet, minus 7.5 square feet per unit.
- b. Auditorium, ballroom, convention hall, gymnasium, meeting rooms or other similar places of assembly--Required parking shall be 1 space per 4 seats or 1 space per 60 square feet of floor area where there is no seating, minus 1 seat or 15 square feet per unit.
- c. Restaurant or other establishment for consumption of food or beverages on the premises--Required parking shall be 1 space per 4 seats minus 1 seat for every 2 units.
- d. Required parking for all other uses shall be as set forth in this section.

These parking requirements for hotel accessory uses are only applicable to structures that are being newly constructed or substantially rehabilitated as hotels.

The zoning board of adjustment may grant a variance for the total amount of parking required for a hotel and related accessory uses by up to 20 percent.

Convention Hotel: *(defined as: a newly constructed or substantially rehabilitated hotel located within 2,500 feet of the City Convention Center)*

For structures of less than 250 units, 1 space per unit; for structures with 250--499 units, 0.75 space per unit; for structures with 500 units or more, 0.50 space per unit. Required parking for convention hotel accessory uses shall be as follows:

- a. Retail: Required parking shall be computed at 1 space per 500 square feet, minus 7.5 square feet per unit.
- b. Auditorium, ballroom, convention hall, gymnasium, meeting rooms or other similar places of assembly: Required parking shall be 1 space per 7 seats or 1 space per 105 square feet of floor area where there is no seating, minus 1 seat or 15 square feet per unit.
- c. Restaurant or other establishment for consumption of food or beverages on the premises: Required parking shall be 1 space per 7 seats or 1 space per 105 square feet of floor area where there is no seating, minus 1 seat or 15 square feet per 2 units.
- d. Required parking for all other uses shall be as set forth in this section.

The zoning board of adjustment may grant a variance for the total amount of parking required for a hotel and related accessory uses by up to ten percent.

Attachment 2
Miami Beach Hotel Guests with Cars - Survey by GMCVB and GMBHA

| Hotel | Annual Percentage of Guests who Check In with a Car | Address | Hotel Parking Availability |
|--|---|----------------------------------|---|
| Cambean Hospitality (Carlton, Clifton, Majestic, Lords hotels) | 10% | Collins Av/Ocean Dr./ 6 – 14 St. | None Valet |
| Richmond Hotel | 15% | 1757 Collins Ave. | Valet Parking (\$35/day) with unlimited access in our own lot |
| Dream South Beach | 20% | 1111 Collins Ave. | None Valet \$34/day |
| Mondrian South Beach | 20% | 1100 West Av. | 103 spaces |
| South Beach Marriott | 25% | 161 Ocean Dr. | Valet \$34/day |
| Shelborne | 30% | 1801 Collins Ave. | |
| Miami Beach Resort and Spa | 30% | 4833 Collins Ave. | |
| Eden Roc | 35% | 4525 Collins Av. | Valet |
| W South Beach | 25%-40% | 2201 Collins Av. | 175 guest + 75 employee |
| The Palms Hotel and Spa | 45% | 3025 Collins Av. | 120 spaces Valet |
| Grand Beach Hotel | 50% | 4835 Collins Ave. | Valet parking on-site (\$29/day); in and out privileges |

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HOTEL PARKING REQUIREMENTS

PLANNING BOARD RECOMMENDED VERSION

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," BY AMENDING THE OFF-STREET PARKING REQUIREMENTS FOR HOTELS IN ALL DISTRICTS; PROVIDING FOR REPEALER, SEVERABILITY, CODIFICATION AND AN EFFECTIVE DATE.

WHEREAS, current parking requirements for hotels, and for convention hotels contain a requirement for parking spaces based upon the number of rooms within the hotel and additional parking requirements for accessory uses within hotels; and

WHEREAS, a review of parking requirements for hotels in other Florida cities and in other tourist destination cities throughout the country show that most of them have a lower parking requirement for the dense, walkable, urban districts than our current requirement of one parking space per hotel room (1:1); and

WHEREAS, parking requirements for accessory uses within hotels, such as retail, restaurants, clubs, etc., actually draw a large percentage of patrons from outside of the hotel, and would rationally need more parking than those that were primarily used by hotel guests and, therefore, such parking is necessary for the operation of a hotels, such requirements are not being amended; and

WHEREAS, the proposed changes are necessary in order to promote good hotel development.

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

Section 1. That Section 130-32, "Off Street parking requirements for Parking District No. 1," is hereby amended as follows:

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

Except as otherwise provided in these land development regulations, when any building or structure is erected or altered in parking district no. 1, accessory off-street parking spaces shall be provided for the building, structure or additional floor area as follows:

- * * *
- (26) Hotel, suites hotel, motel or motor lodge: For properties located south of Fifth Street and properties zoned residential and located south of 17th Street, west of Alton Court, east of Biscayne Bay and north of 6th Street: 1 space per unit. For properties located within a local historic district or a national register historic district, and properties bounded by 62nd Street on the south, 73rd Street on the north, Indian Creek on the west and the Atlantic Ocean on the east: .5 spaces per unit, up to a maximum of 100 units and 1 space per unit for all units in excess

of 100 units. However, for a building or structure that is classified as 'Contributing', and is located within a National Register Historic District, those portions of the building identified in Section 118-395(b)(2)d.1 of these Land Development Regulations must remain substantially intact, retained, preserved and restored in order to qualify for the aforementioned parking space requirement; in the event such building or structure is substantially demolished, the parking requirement shall be 1 space per hotel unit. For properties not located within a local historic district or a national register historic district: .5 spaces per unit, up to a maximum of 100 units and 1 space per unit for all units in excess of 100 units. However, suites hotel units as defined in Section 142-1104 that are greater than 550 square feet and that contain full cooking facilities on lots that are greater than 50 feet in width, shall have the same parking requirement as apartment buildings in (6) b. and c. above. Required parking for hotel accessory uses shall be as follows:

* * *

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

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:

* * *

(3) *Hotel, convention:* ~~For structures with less than 250 units, one space per two (2) units; for structures with 250 to 499 units, 0.75 space per unit; for structures with 500 units or more, 0.50 space per unit.~~ Required parking for convention hotel accessory uses shall be as follows:

* * *

(4) *Hotel, suites hotel, motel or motor lodge:* For properties located south of Fifth Street and properties zoned residential and located south of 17th Street, west of Alton Court, east of Biscayne Bay and north of 6th Street: 1 space per unit. For properties located within a local historic district or a national register historic district, and properties bounded by 62nd Street on the south, 73rd Street on the north, Indian Creek on the west and the Atlantic Ocean on the east: .5 spaces per unit, up to a maximum of 100 units and 1 space per unit for all units in excess of 100 units. However, in the event a building or structure, which is classified as 'Contributing' and is located within a National Register Historic District, those portions of the building identified in Section 118-395(b)(2)d.1 of these Land Development Regulations must remain substantially intact, retained, preserved and restored in order to qualify for the aforementioned parking space requirement; in the event such building or structure is substantially demolished, the parking requirement shall be 1 space per hotel unit. For properties not located within a local historic district or a national register historic district: .5 spaces per unit, up to a maximum of 100 units and 1 space per unit for all units in excess of 100 units. However, suites hotel units as defined in Section 142-1105

HOTEL PARKING REQUIREMENTS

PLANNING DEPARTMENT STAFF RECOMMENDED VERSION

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," BY AMENDING THE OFF-STREET PARKING REQUIREMENTS FOR HOTELS IN ALL DISTRICTS; PROVIDING FOR REPEALER, SEVERABILITY, CODIFICATION AND AN EFFECTIVE DATE.

WHEREAS, current parking requirements for hotels, and for convention hotels contain a requirement for parking spaces based upon the number of rooms within the hotel and additional parking requirements for accessory uses within hotels; and

WHEREAS, a review of parking requirements for hotels in other Florida cities and in other tourist destination cities throughout the country show that most of them have a lower parking requirement for the dense, walkable, urban districts than our current requirement of one parking space per hotel room (1:1); and

WHEREAS, parking requirements for accessory uses within hotels, such as retail, restaurants, clubs, etc., actually draw a large percentage of patrons from outside of the hotel, and would rationally need more parking than those that were primarily used by hotel guests and, therefore, such parking is necessary for the operation of a hotels, such requirements are not being amended; and

WHEREAS, the proposed changes are necessary in order to promote good hotel development.

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

Section 1. That Section 130-32, "Off Street parking requirements for Parking District No. 1," is hereby amended as follows:

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

Except as otherwise provided in these land development regulations, when any building or structure is erected or altered in parking district no. 1, accessory off-street parking spaces shall be provided for the building, structure or additional floor area as follows:

* * *

- (26) Hotel, suites hotel, motel or motor lodge: For properties located south of Fifth Street and properties zoned residential and located south of 17th Street, west of Alton Court, east of Biscayne Bay and north of 6th Street: 1 space per unit. For properties located within a local historic district or a national register historic district, and properties bounded by 62nd Street on the south, 73rd Street on the north, Indian Creek on the west and the Atlantic Ocean on the east: .5 spaces per unit, up to a maximum of 100 units and 1 space per unit for all units in excess

of 100 units. However, for a building or structure that is classified as 'Contributing', and is located within a National Register Historic District, those portions of the building identified in Section 118-395(b)(2)d.1 of these Land Development Regulations must remain substantially intact, retained, preserved and restored in order to qualify for the aforementioned parking space requirement; in the event such building or structure is substantially demolished, the parking requirement shall be 1 space per hotel unit. For properties not located within a local historic district or a national register historic district: .75 spaces per unit, up to a maximum of 100 units and 1 space per unit for all units in excess of 100 units. However, suites hotel units as defined in Section 142-1104 that are greater than 550 square feet and that contain full cooking facilities on lots that are greater than 50 feet in width, shall have the same parking requirement as apartment buildings in (6) b. and c. above. Required parking for hotel accessory uses shall be as follows:

* * *

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

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:

* * *

- (3) ~~Hotel, convention: For structures with less than 250 units, one space per two (2) units; for structures with 250 to 499 units, 0.75 space per unit; for structures with 500 units or more, 0.50 space per unit.~~ Required parking for convention hotel accessory uses shall be as follows:

* * *

- (4) Hotel, suites hotel, motel or motor lodge: For properties located south of Fifth Street and properties zoned residential and located south of 17th Street, west of Alton Court, east of Biscayne Bay and north of 6th Street; 1 space per unit. For properties located within a local historic district or a national register historic district, and properties bounded by 62nd Street on the south, 73rd Street on the north, Indian Creek on the west and the Atlantic Ocean on the east: .5 spaces per unit, up to a maximum of 100 units and 1 space per unit for all units in excess of 100 units. However, in the event a building or structure, which is classified as 'Contributing' and is located within a National Register Historic District, those portions of the building identified in Section 118-395(b)(2)d.1 of these Land Development Regulations must remain substantially intact, retained, preserved and restored in order to qualify for the aforementioned parking space requirement; in the event such building or structure is substantially demolished, the parking requirement shall be 1 space per hotel unit. For properties not located within a local historic district or a national register historic district: .5 spaces per unit, up to a maximum of 100 units and 1 space per unit for all units in excess of 100 units. However, suites hotel units as defined in Section 142-1105

