



TO: Members of the City of Fort Pierce Planning Board

THROUGH: Rebecca Grohall, AICP, Planning Director

FROM: Kori Benton, Senior Planner

SUBJECT: Zoning Text Amendment
Peacock Arts District Parking Exemptions
Segment of the Orange Avenue Corridor between US 1 & 10th Street

DATE: December 5, 2016

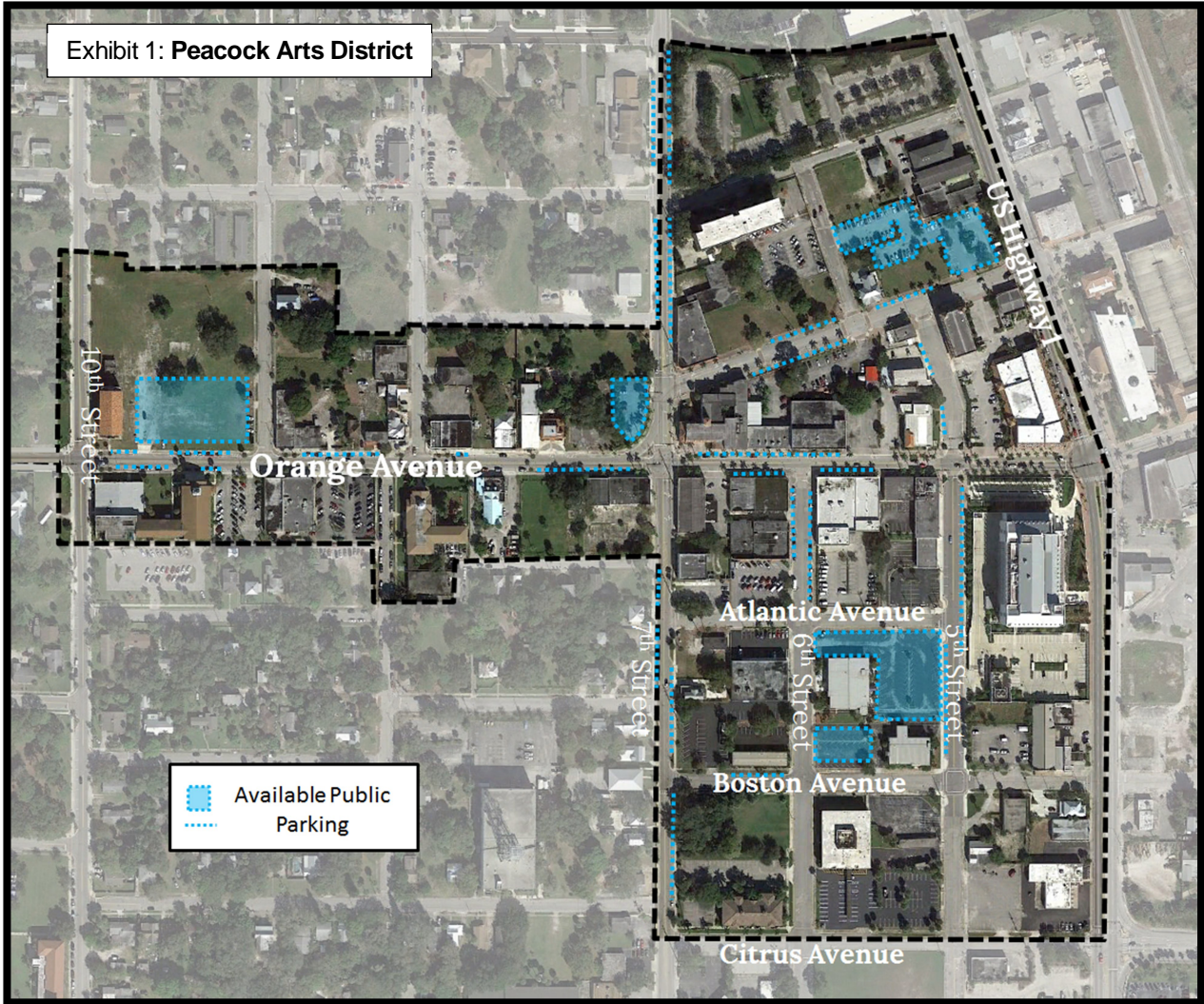
STAFF REPORT

Analysis and Background:

The City of Fort Pierce Economic Development Team is proposing a Zoning Text Amendment to City Code Section 22-60 (4), of the City of Fort Pierce Code of Ordinances to provide the ground work for a pathway to revitalization and renewed economic development in the prominent extension of downtown Fort Pierce. By addressing the parking standards required, Staff hope to encourage varying exemptions from required off street parking for existing structures and new development to encourage redevelopment and infill construction.

Peacock Arts District (The "PAD")

The presented Peacock Arts district is a community initiative centered on this historically significant stretch of the Orange Avenue corridor. The motivation is the inspiration of redevelopment through revitalization of commercial, cultural, and historical assets. The district is bounded by US Highway 1 on the east, and anchored on 10th Avenue along the Commercial properties abutting Orange Ave. The northern boundary runs extends along the upper bounds of the commercial district, to 7th Street, ending at Moore's Creek. The southern boundary extends along Citrus Avenue from US Highway 1 west to 7th, north to Atlantic Avenue, connecting west to 10th Street along the bounds of the commercial district. The district boundaries and public parking assets within the district are presented in Exhibit 1.



The progression of the district, and the planning associated with establishing policy designed to promote redevelopment, and will continue to evolve as stakeholders and public input is received.

The structured exemptions seek to provide partial reductions to required parking for both existing structures, and new development. The fifty (50) percent (%) reduction for existing structures acknowledges the dates of construction of existing structures, which predominantly predate 1950 and many of the existing land development regulations, while providing a more conservative, twenty-five (25) percent (%) exception to incentivize new infill development.

The proposed addition is shown in underlined format.

Proposed Amendment: Additions to exemptions and special area standards

Sec. 22-60. - Off-street parking and loading.

- (4) Exemptions and special area standards.
 - a. Small businesses. No off-street parking is required for nonresidential uses in commercial districts unless such uses exceed one thousand two hundred (1,200) square feet of gross floor area, in which case off-street parking must be provided for the nonresidential floor area in excess of one thousand two hundred (1,200) square feet. On lots or parcels

occupied by two (2) or more uses, this one-thousand-two-hundred-square-foot exemption may only be applied once.

b. No off-street motor vehicle parking is required in the Downtown Business and Entertainment District.

c. Off-street motor vehicle parking required in the Peacock Arts District is reduced, in addition to the small businesses exemption provided in subpart a., as follows:

1. A fifty (50) percent (%) reduction in the required off-street parking requirements of City Code Section 22-60 is granted for the adaptive reuse, or expansion, of a structure existing on January 16th, 2017.

2. A twenty-five (25) percent (%) reduction in the required off-street parking requirements of City Code Section 22-60 is provided for new development.

This proposal seeks to balance the promotion of historic preservation, use of on-street and public parking assets, compatibility in urban design for new development, as well as increasing viability for reuse of structures within the district. The partial exemptions embrace the current supply of public parking on-street and in publicly held or accessible lots, while ensuring that functionality and access to parking is maintained. The current parking assets identified within, or immediately adjacent to the district are presented as an attached for review by the Board.

Currently, several parking exemptions exist for special districts, these include:

- Downtown Business & Entertainment District Parking Exemption: (c) 1. Off-street parking. All parcels within the district are exempt from off-street parking requirements, as referenced in section 22-60
- Edgartown Settlement District Parking Exemption: "Parking: No off-street parking is required for any use. Any proposed off-street parking shall be located to the rear of the property behind the primary structure, and served by an alley."

City Code Sec. 22-131. - Basic amendment standards.

Before an amendment is approved, findings will be made that the following standards are satisfied:

- (1)The amendment is consistent with the comprehensive plan;
- (2)The amendment will not have an adverse affect on the ability of the city to:
 - a. Satisfy land and water use needs; and
 - b. Meet transportation demands and provide community facilities and services; and
- (3)The amendment will promote and protect the public health, safety and general welfare.

Specific Comprehensive Citations include:

Chapter 1: Future Land Use Element – Community & Downtown Redevelopment

1.8 Objective:

The City will coordinate with the Community Redevelopment Agency (CRA) to address blighted areas in the City, provide basic needs of the area, discourage urban sprawl, and take advantage of opportunities for economic, social, or aesthetic improvements.

1.8.2 Policy:

The City will coordinate with the CRA to encourage redevelopment and reinvestment within the Community Redevelopment Area:

4. Encourage the construction of shared parking facilities, both public and private, to meet the current and future demand.

Chapter 2: Infrastructure Element

2.12 Objective:

The City shall coordinate with regional agencies and transit providers to support and enhance the transit service to increase transit use, increase the transit mode split, reduce vehicle miles traveled, reduce greenhouse gas emissions, and promote a multimodal transportation system.

2.12.5 Policy:

The City shall provide incentives, such as increased allowable densities and reduced parking requirements, to promote mixed-use developments within the City, and especially within the downtown and around the future AMTRAK passenger rail station, by requiring a mix of land uses in all non-residential future land use categories and allowing density bonuses for developments located within ¼-mile of a rail station, a multimodal transit center, or a transit stop as identified in Future Land Use Element Policy 1.1.5.

2.3 Objective:

The City shall integrate the Future Land Use Map with the City's existing, programmed, and planned transportation system to maintain the adopted roadway LOS standards and support multimodal transportation to service the existing and projected population.

2.3.3 Policy:

The City shall integrate transportation and land use to support multimodal transportation through site design and development standards that address building placement and orientation, pedestrian access, bicycle parking, and transit-oriented development principles.

Technical Review Committee

All affected departments have reviewed the proposed amendment with regards requirements of the City Code, providing general support to the exemption and thresholds presented. Findings from the review by corresponding departments are provided for viewing by the Planning Board.

Parking Committee

The City's Parking Committee reviewed the proposed changes at their November meeting and supported the proposed reduction.

Staff Recommendation:

Staff finds the presented amendment in accordance with the policies of the comprehensive plan and consistent with the basic amendment standards adopted by the City land development code, therefore, Staff recommends the Planning Board review and forwards a recommendation for approval of the proposed Amendment, to the City Commission.