January 25, 2019

JUSTIFICATION OF REQUEST
CODE OF ORDINANCES CHAPTER 22 – ZONING

Section 22-60 – Off-street parking and loading (22-60.(a)(3) – Unlisted Uses - requires a statement of special reason and reliable data for the basis of establishing a different minimum parking requirement for which no parking ratio is established in the Ft. Pierce Code of Ordinances.

Introduction

Frogner Consulting, LLC ("Agent"), on behalf of the applicant, WEBUYSCRAP, respectfully requests your approval of this application to allow the reduction of parking as presented in this letter.

Currently, the subject property supports a Future Land Use Atlas designation of Industrial and falls within the I-1 Industrial zoning district.

Summary

The proposed recycling facility parking calculation upon completion of the pre application meeting, was deemed most comparable to "warehouse" in the city's off-street parking regulations. With over 25,000 square feet of warehouse, the requirement for 1 parking space per 600/sq ft mandated **51 parking spaces.**

Operations of the facility will require no more than **15 employees** including office personnel. Additionally, the typical operation of this type of facility (metal recycling yard) allows commercial vehicle traffic to off-load scrap metal while the driver stays in the vehicle. Thus the requirement of 51 parking spaces is excessive. The applicant has consulted with Pinder Troutman Transportation Engineers to review the parking demand. A traffic study was not required for the conditional use approval, however, Pinder-Troutman produced parking data from the Institute of Transportation Engineers (4th Edition) that compares Manufacturing and Warehousing data in the most recent edition (there is no data in the handbook for junkyards). Staff review of the data furnished will show the 33rd Percentile requires 0.88 vehicles per employee (manuf) and 0.81 vehicles per employee (warehousing). Using these figures, only 12 parking spaces are necessary. Further, the fact that commercial vehicle drivers do not exit the vehicle, the requirement that 51 parking spaces on site is excessive as the Planning Board noted. Thus the applicant has modified the site plan to reflect a more moderate parking requirement of 25 spaces.

Based on the documents provided, the applicant respectfully requests the reduced parking ratio be approved by the Planning Director as allowed in the city code.

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Land Use: 150
Warehousing

Description

Warehouses are primarily devoted to the storage of materials, but they may also include office and maintenance areas.

Database Description

The database consisted of sites that were located in suburban areas.

- Average parking supply ratios: 0.5 spaces per 1,000 square feet (sq. ft.) gross floor area (GFA) and 1.0 space per employee (13 study sites).
- Average site employment density: 4,100 sq. ft. GFA per employee (13 study sites).

The study sites consisted of a grocery store distribution warehouse, Internet-business warehouses, paper supplier warehouses and transfer and storage companies.

The following table presents a time-of-day distribution of parking demand for 10 study sites.

Based on Vehicles per 1,000 sq. ft. GFA	***Weekday***	
Hour Beginning	Percent of Peak Period	Number of Data Points*
12:00–4:00 a.m.	–	0
5:00 a.m.	–	0
6:00 a.m.	–	0
7:00 a.m.	–	0
8:00 a.m.	71	10
9:00 a.m.	92	10
10:00 a.m.	100	10
11:00 a.m.	99	10
12:00 p.m.	88	10
1:00 p.m.	–	0
2:00 p.m.	–	0
3:00 p.m.	–	0
4:00 p.m.	–	0
5:00 p.m.	–	0
6:00 p.m.	–	0
7:00 p.m.	–	0
8:00 p.m.	–	0
9:00 p.m.	–	0
10:00 p.m.	–	0
11:00 p.m.	–	0

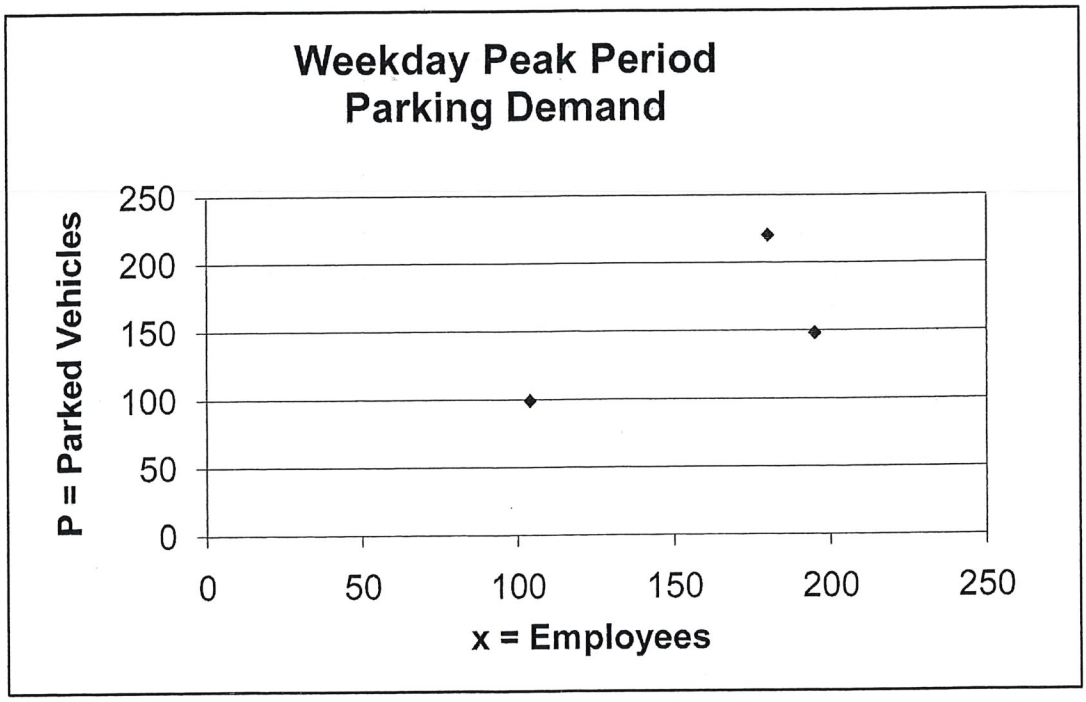
* Subset of database

For eight of the study sites, data were also collected for trucks parked at the site. The average truck parking demand ratio was 0.11 trucks per 1,000 sq. ft. GFA with a range between 0.04 and 0.25 trucks per 1,000 sq. ft. GFA.

Land Use: 140
Manufacturing

Average Peak Period Parking Demand vs. Employees
On a: Weekday

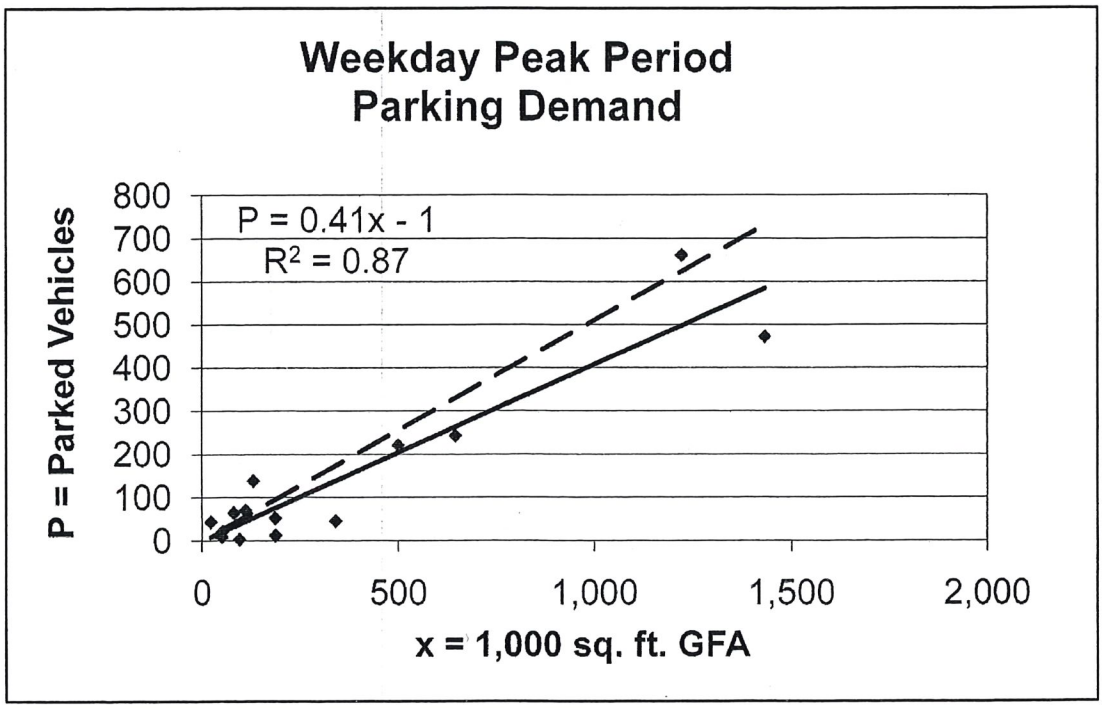
Statistic	Peak Period Demand
Peak Period	2:00–3:00 p.m.
Number of Study Sites	3
Average Size of Study Sites	160 employees
Average Peak Period Parking Demand	0.97 vehicles per employee
Standard Deviation	0.24
Coefficient of Variation	24%
Range	0.75–1.22 vehicles per employee
85th Percentile	1.14 vehicles per employee
33rd Percentile	0.88 vehicles per employee



Land Use: 150
Warehousing

Average Peak Period Parking Demand vs. 1,000 sq. ft. GFA
On a: Weekday

Statistic	Peak Period Demand
Peak Period	8:00 a.m.–12:00 p.m.; 2:00–3:00 p.m.
Number of Study Sites	14
Average Size of Study Sites	362,000 sq. ft. GFA
Average Peak Period Parking Demand	0.51 vehicles per 1,000 sq. ft. GFA
Standard Deviation	0.50
Coefficient of Variation	96%
Range	0.03–1.92 vehicles per 1,000 sq. ft. GFA
85th Percentile	0.81 vehicles per 1,000 sq. ft. GFA
33rd Percentile	0.29 vehicles per 1,000 sq. ft. GFA



Land Use: 150
Warehousing

Average Peak Period Parking Demand vs. Employees
On a: Weekday

Statistic	Peak Period Demand
Peak Period	8:00 a.m.–12:00 p.m.; 2:00–3:00 p.m.
Number of Study Sites	13
Average Size of Study Sites	190 employees
Average Peak Period Parking Demand	0.78 vehicles per employee
Standard Deviation	0.26
Coefficient of Variation	33%
Range	0.36–1.16 vehicles per employee
85th Percentile	1.01 vehicles per employee
33rd Percentile	0.81 vehicles per employee