

GROUP 5, ITEM A

HISTORIC DISTRICT PARKING REQUIREMENTS

Chapter 22- HISTORIC PRESERVATION

ARTICLE III. – DESIGNATION OF HISTORIC DISTRICTS AND RESOURCES

DIVISION 2. INCENTIVES

Sec. 22-174. Relief from zoning regulations.

Staff note: Add route for administrative relief from parking requirements in historic districts that allows a 20 percent reduction in parking spaces subject to availability of public parking and pedestrian accommodations within ¼ mile the property in question. This reduction is in addition to the Mixed Use Overlay reductions proposed by amendments to Section 34-2020.

The Department of Community Development director may, by written administrative decision, approve any relief request for designated historic resources or contributing properties to a designated historic district, for matters involving setbacks, lot width, depth, area requirements, land development regulations, height limitations, open space requirements, parking requirements, signs, docks, and other similar relief not related to a change in use of the property in question.

- (1) Before granting relief, the Director must find that:
  - a. The relief will be in harmony with the general appearance and character of the community.
  - b. The relief will not be injurious to the area involved or otherwise detrimental to the public health, safety, or welfare.
  - c. The proposed work is designed and arranged on the site in a manner that minimizes aural and visual impact on the adjacent properties while affording the owner a reasonable use of ~~his~~ the land.
  - d. For parking reductions, the minimum number of required parking spaces is reduced by no more than 20 percent when there is existing public parking not dedicated to a specific public use or a commercial parking lot located within a 1,320-foot radius of the site's external sidewalk connection, and continuous pedestrian accommodations exist or will be required between the off-site parking and the primary entrance of the building or property in question.

*Subsections (2) through (4) remain unchanged.*

# Chapter 34- ZONING

## ARTICLE VII. – SUPPLEMENTARY DISTRICT REGULATIONS

### DIVISION 26. PARKING

#### Sec. 34-2020.-Required parking spaces.

Staff note: Revise section to allow Mixed Use Overlay parking reductions within the Boca Grande and Matlacha historic districts. The historic nature, layout, and locations of these districts make rebuilding or redeveloping properties to meet current code requirements difficult or physically impossible on many properties. In addition, the historic nature and physical layout of these historic districts share several characteristics with properties within the Mixed Use Overlay including pedestrian friendly design, location within future land use categories consistent with Mixed Use Overlay requirements, availability of public facilities, and a mix of commercial, residential, and other uses in close proximity to one another.

(e) *Parking reduction within the Mixed-Use Overlay and Historic Districts.* The single-use development parking standard will be multiplied by the factors in Table 34-2020(c) to produce the minimum required off-street parking for properties within the Mixed-Use Overlay or Historic Districts within Boca Grande and Matlacha as described in HD90-05-01 and HD90-10-01. Off-street parking may be provided on the lot it serves or with available spaces within a lot described in Section 34-2015(1) within 1,320 feet of the primary entrance of the building it serves.

Table 34-2020(c). Parking Reductions Within the Mixed-Use Overlay and Historic Districts

	<i>Future Land Use Category</i>		
	<i>Intensive</i>	<i>Central Urban</i>	<i>Urban Community</i>
Residential uses (Section 34-2020(a))	0.40	0.50	0.60
Nonresidential uses (Section 34-2020(b)) <u>Note (1)</u>	0.50	0.55	0.60

Notes:

(1) In Historic Districts where golf cart travel has been approved by Lee County, a maximum of 50 percent of the minimum required off-street parking for a use may be designated as golf cart spaces at a 1:1 parking space ratio by right, provided golf carts will be used as a means of travel to the proposed use and the use is accessed by a street.