

## ARTICLE IV. - PARKING AND LOADING

Sec. 50-101. - Applicability of article.

- (a) *New buildings or uses.* Every building, use or structure instituted or erected after the effective date of the ordinance from which this article is derived shall be provided with off-street parking and loading facilities for the use of occupants, employees, visitors, patrons and service vehicles in accordance with the provisions of this article. The off-street parking and loading facilities shall be maintained and continued as an accessory use as long as the main use is continued.
- (b) *Alteration or repair of existing buildings.* Buildings may be modernized, altered or repaired, provided there is no increase in floor area or capacity, without providing additional off-street parking or loading facilities.
- (c) *Expansion of existing buildings or uses.* Where a building or use is enlarged in floor area or capacity, off-street parking and loading facilities as specified in this article shall be provided for the newly added floor area or capacity of the building or use.
- (d) *Change of use.* When the use of a building or land is changed, additional off-street parking and loading facilities shall be provided to the extent that the off-street parking or loading required by this article for the new use exceeds the off-street parking or loading for the previous use.
- (e) *Reduction of required facilities.* It shall be unlawful for an owner or an operator of any building or land use affected by this article to cause or permit the discontinuance or reduction of required parking or loading facilities without the establishment of alternative parking or loading facilities which meet the requirements of this article.

(Comp. Dev. Code 1990, § 8-3-1; Code 1994, § 106-101)

Sec. 50-102. - General requirements.

- (a) *Site plan.* A plan shall be submitted with every application for a building permit for any use or structure required to provide off-street parking, vehicular use areas or loading spaces under this article, or for a proposed restriping of an existing parking lot, which plan, drawn to a suitable scale, shall clearly and accurately designate the required parking, vehicular use and loading areas, access aisles and driveways, construction material and landscaped area, and shall be fully dimensioned.
- (b) *Location of parking and loading facilities.*
  - (1) The off-street parking and loading facilities required by this article shall be located on the same lot or parcel of land they are intended to serve.
  - (2) When practical difficulties prevent the establishment of such facilities upon the same lot, the facilities may be provided on land within a radius of 600 feet of the lot, provided the land is zoned so as to permit such parking facilities. The owner or lessee of the land upon which such required off-site parking facilities are located shall enter into a written agreement with the city, to be filed with the clerk of the circuit court, with enforcement running to the city, providing that the land comprising the required off-site parking facilities shall not be encroached upon, used, sold, leased or conveyed for any purpose except in conjunction with the building or use which the required off-site parking serves, so long as the parking facilities are needed. Relief granted under this subsection shall be by the approval of a conditional use petition in accordance with this land development code.
- (c) *Use of parking areas.* Where off-street vehicular parking is required, such parking areas shall be used for vehicular parking only, with no sales, rental, dead storage (including boat and trailer storage), repair work, dismantling or servicing of any kind.
- (d) *Parking in yard areas.* Except for required landscape and buffer areas, side yard, rear yard and front yard areas may be used for off-street parking.

(e) *Lighting.* If artificial lighting is provided, it shall be designed and arranged so that no source of such lighting is visible from any property used or zoned for residential purposes. In addition, such lighting shall be so designed and arranged as to shield public roadways and all other adjacent properties from direct glare or hazardous interference of any kind.

(Comp. Dev. Code 1990, § 8-3-2; Code 1994, § 106-102)

Sec. 50-103. - Design and construction standards.

(a) *Generally; joint use of parking facilities.* All new off-street parking facilities in commercial districts shall be designed for joint use by abutting properties, with exceptions or conditions as follows in subsections (a)(3), (4) and (5) of this section. All of the other following subsections are applicable to all zoning districts except for single-family or duplex development.

- (1) Access from one section of an on-site parking area to another shall be provided on site.
- (2) Adequate back-out and turnaround areas shall be provided at the dead ends of permitted parking bays.
- (3) Driveways, accessways and access aisles shall be interconnected with all existing driveways, accessways and access aisles in parking areas already developed on abutting commercial property.
- (4) Where abutting property is not developed and where the owner of the abutting property does not wish to develop the property concurrently, driveways, accessways and access aisles shall be brought to the common property line so that future interconnection is possible.
- (5) Where existing abutting property is developed in such a manner that interconnection of driveways, accessways or access aisles is physically impossible, no connection shall be required.
- (6) Access aisles or maneuvering areas shall be so arranged that no vehicle need back onto a public right-of-way, except in the following instances:
  - a. Within single-family residential zoning, vehicles may back onto any public right-of-way.
  - b. Within multifamily residential districts R3-12 through R3-18, parking spaces may be so arranged that vehicles may back into a dedicated alley right-of-way so long as such alley does not, at any point opposite the parking spaces, abut any commercial or industrial district or PD area designated for commercial or industrial use. Where commercial property is across the alley from single-family residential property, the commercial property owner shall provide landscaping on the single-family residential property with the permission of the single-family residential property owner.
  - c. Within the community redevelopment area as defined in Ordinance No. 94-7205, parking spaces may be so arranged that vehicles back into an alley right-of-way.
- (7) No parking or loading space shall interfere with access to any other parking or loading space, or with a pedestrian walkway.
- (8) All parking and loading spaces shall be painted to indicate their proper location and area requirement.

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(b) *Minimum dimensions.*

- (1) *Required parking spaces.* All required off-street parking areas shall be designed so as to meet the minimum dimensions shown in the following table. See article III of this chapter relative to permitted encroachment into landscaped areas.

## SPACE REQUIREMENTS AT VARIOUS PARKING ANGLES

Parking Angle (degrees)	Stall Width (feet)	Stall to Curb (feet)	Access Aisle, 1-Way (feet)	Curb Length (feet)
0	9.0	9.00	12.0	20.00
30	9.0	16.83	12.0	18.00
40	9.0	18.45	13.0	14.04
45	9.0	19.08	13.0	12.69
50	9.0	19.62	13.0	11.79
60	9.0	20.07	18.0	10.44
70	9.0	19.98	18.0	9.54
80	9.0	19.26	24.0	9.18
90	9.0	18.00	24.0	9.00

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(2) *Accessways.* Minimum dimensions of accessways are 12.0 feet for 1-way accessways and 20.0 feet for 2-way circulation. There shall be a minimum turning radius from the property line to the street line of 15 feet.

(3) *Compact car spaces.* A maximum of 10 percent of the required off-street parking spaces may be designated as compact car spaces. Each such space shall have a minimum stall width of 8 feet and a minimum stall depth of 18 feet. Such spaces shall be signed and designated "Compact Cars Only," and shall not be located in high turnover areas which are in close proximity to main building entrances.

(4) *Parking spaces in excess of required spaces.* The dimension of parking spaces in excess of required parking spaces shall not be reduced below 8 feet in stall width or 18 feet in stall-to-curb length for 90-degree parking, or proportionally the same for angled parking. Excess spaces which may become required spaces shall be modified to meet the minimum dimensions specified for such required spaces.

(5) *Loading spaces.* Each type A loading space shall be at least 25 feet in depth and 10 feet in width. Each type B loading space shall be at least 50 feet in depth and 12 feet in width. All

buildings with overhangs that project over loading spaces shall have a vertical overhang clearance of not less than 14 feet, exclusive of access aisle, platform or maneuvering area.

(c) *Surfacing.* All facets of off-street parking, vehicular use areas and loading facilities required by this Code shall have stabilized bases and surfaces compatible with their intended uses. Parking facilities designed to accommodate less than 10 cars, parking in excess of minimum requirements, parking for low frequency uses such as churches, and facilities for parking in excess of 2 hours (e.g., employee lots) may be surfaced with crushed shell, crushed stone, grass, or other pervious material upon approval of the city manager. Other uses may have pervious surfacing approved through the general development and site plan review process as outlined in section 46-33. Pervious surfacing, where applicable, will be allowed under the following conditions:

- (1) The parking area meets all of the dimensional requirements of this Code and the parking spaces are delineated by bumper strips or painted curbs, or in an alternate fashion.
- (2) The unpaved area is contained by an approved barrier curb of sufficient size to prohibit erosion of surface material into the storm sewer or paved area.
- (3) The owner agrees to maintain said parking areas in a neat, graded, dust-free condition, useable for parking.

The city retains the ability to require the paving of any parking or circulation element subsequent to a finding that the lot is not being properly maintained or it no longer functions in a safe and convenient manner in its unpaved condition.

(d) *Parking spaces for persons who have disabilities.* Handicapped parking spaces shall be provided in accordance with the following table:

Total Spaces Provided	Parking Spaces for Persons Who Have Disabilities Required
Up to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total

Over 1,000	20, plus 1 for each 100 over 1,000
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(e) *Valet parking option.*

- (1) The intent of this subsection is to allow options for existing buildings which do not meet the standards for required parking; to provide for diversification of use within existing buildings, both conforming and nonconforming; and to encourage vitality, innovation, ingenuity and commercial viability where, in the opinion of city council, it is appropriate.
- (2) If valet parking is provided as a service to a commercial use or building, the city council may approve through the conditional use process provided for in section 46-34 that a portion of the parking required under section 50-104 be provided through a valet parking plan. A valet parking plan shall include:
  - a. A detailed description of the valet parking service operation.
  - b. A site plan showing the location of the parking, the spaces or areas available to the valet service, the area for dropoff and a pedestrian circulation plan;
  - c. A signage plan identifying the valet service and, if appropriate, the parking spaces or areas only available to the valet service; and
  - d. A commitment to maintain the operation of the valet service for the duration of time the use or building requires such parking, except as provided in subsection (e)(4) of this section.
  - e. Valet parking that uses a portion of the public right-of-way, for pick-up or drop-off, or that uses the public right-of-way to transport vehicles to the parking area shall comply with Section 17: On Street Parking and Valet Parking of the Public Right-of-Way Construction Standards Handbook.
- (3) If valet parking is provided as a service to a commercial building or use, the spaces, access aisles and driveways identified for valet parking will be exempted from the requirements of this section to allow for stacked parking.
- (4) The original valet parking plan must be approved by the city council as part of the issuance of a conditional use permit. As a part of the conditional use process, the city council may authorize the city manager to allow adjustments to be made in the plan if any of the following conditions exist:
  - a. The seasonal or nonpeak hour/nonpeak day demands warrants;
  - b. The nature or extent of tenant occupancy changes; or
  - c. The physical layout of the valet parking area is proposed to be changed.

Any amendments or adjustments made to the approved plan must comply with the criteria contained in this subsection and adhere to any stipulations which may be imposed by the city council as part of its issuance of the conditional use approval.

(Comp. Dev. Code 1990, § 8-3-3; Code 1994, § 106-103; Ord. No. 94-7339, § 1, 12-21-1994; Ord. No. 95-7363, § 1, 2-1-1995; Ord. No. 99-8454, § 4, 1-20-1999; Ord. No. 99-8515, § 4, 4-7-1999; Ord. No. 08-12015, § 1, 4-2-2008; Ord. No. 08-12285, § 3, 12-3-2008)

Sec. 50-104. - Number of parking spaces.

Except where the district regulations specify other requirements or where a parking needs analysis, as outlined in section 50-107, indicates that another requirement is appropriate for the particular project, minimum off-street parking shall be provided as follows:

- (1) Airport passenger terminal: 1 space for each 60 square feet of gross terminal floor area up to 47,000 square feet, plus 1 space per each 100 square feet of gross floor area over 47,000 square feet, including airline counter areas, waiting areas and the like.
- (2) Auditoriums, arenas, theaters, churches, funeral homes, charter or party boats, water taxis, or other places of indoor or outdoor seated spectator assembly: 1 space per 4 seats or 1 space per 4 occupants, based on the maximum number of seats or occupancy.
- (3) Bowling alleys: 15 spaces per alley.
- (4) Commercial uses such as retail sales, offices, financial institutions, maintenance and repair businesses, libraries, museums, art studios or galleries, private clubs which do not serve food or beverages, and business schools: 1 space per 300 square feet of gross floor area.
- (5) Furniture or carpet stores or interior decorator businesses which include furniture displays: 1 space per 500 square feet of gross floor area.
- (6) Golf courses, regulation or miniature, and country clubs: 5 spaces per golf hole, plus 1 space per 200 square feet of gross floor area devoted to food or beverage preparation, service and consumption areas, plus 1 space per 300 square feet of gross floor area devoted to other clubhouse and pro shop uses.
- (7) Grocery stores: 1 space per 100 square feet of gross floor area.
- (8) Hospitals: 1½ spaces per bed.
- (9) Marinas and boat storage facilities: 0 spaces for dry boat storage and/or marine repair facilities. 1 parking space per 300 square feet of offices and retail sales area. 1 space per 10 dry slips. 1 space per 4 wet slips. 1 additional space for each slip which is assigned a live-aboard capacity. Marinas are encouraged to submit a parking needs analysis (see section 50-107) in support of charter boat activity operating from their facilities.
- (10) Medical offices and clinics: 1 space for each 175 square feet of gross floor area. For the purposes of this subsection, clinic means an establishment where persons, who are not lodged overnight, are admitted for examination or treatment by 1 person or a group of persons practicing any form of the healing arts, including physical therapists or laboratory technicians under the supervision of a doctor, whether such persons be medical doctors, chiropractors, osteopaths, chiropodists, naturopaths, optometrists, podiatrists, dentists or any such profession, the practice of which is regulated by the state.
- (11) Mental health professionals, as licensed by F.S. chs. 490 and 491: 1 space per 200 square feet of gross floor area.
- (12) Multifamily dwelling units:
  - a. Units located in zoning district R3-6, R3-12 or R3T-12: Two spaces per unit plus visitor parking calculated at one space per ten dwelling units.
  - b. Units located in zoning district R3-15, R3-15 MOR, R3-15 CS, R3-18, R3T-18 or PD: Two spaces per dwelling unit plus one visitor parking space per dwelling unit for the first 12 dwelling units and one visitor parking space per two dwelling units thereafter.
  - c. Units located in zoning districts C1, HC, C2, C2-A or M: Two spaces per unit plus visitor parking calculated at one space per ten dwelling units.

Garage and tandem driveway spaces may be counted toward the parking requirement for each dwelling unit but may not be counted toward the visitor parking requirement. Visitor parking spaces must be marked as visitor parking. If a new development provides gated or restricted access to required parking, at least four contiguous visitor spaces shall be located on the

private property but outside the entrance restriction and landscaped in accordance with Chapter 50.

- (13) Nursing, rest or group homes: 1 space per 2 beds.
- (14) Post office: 1 space per 100 square feet of gross floor area.
- (15) Restaurants, cocktail lounges and private or public clubs which serve food or beverages: 1 space per 100 square feet of gross floor area. Parking for outdoor dining shall be as provided in section 56-126.
- (16) Schools.
  - a. High schools: 1 space for each 8 seats in an auditorium, plus 2 spaces for each classroom.
  - b. Junior high and elementary schools: 1 space for each 10 seats in an auditorium, plus 1 space for each classroom.
- (17) Shopping centers (subject property must be at least 3 acres in size to qualify as a neighborhood shopping center and 10 acres in size to qualify as a community center): 5.5 off-street spaces for each 1,000 square feet of gross leasable area for centers with 300,000 square feet of gross leasable area or less, and 5 off-street spaces for each 1,000 square feet of gross leasable area for centers with more than 300,000 square feet of gross leasable area. Bowling alleys, movie theaters and transient lodging facilities shall provide the number of parking spaces required for these specific uses in this section in addition to the parking required for the other establishments or uses permitted. Each parking space shall have a continuous curb or a full parking bumper at least 6 feet in width so as to prevent vehicles from driving on other than designated access aisles.
- (18) Transient lodging facilities.
  - a. In all commercial zoning districts where such uses are permitted, 1½ spaces per unit for the first 100 units, 1 space per unit for the next 150 units, and ¼ space per unit for all units over 250 units.
  - b. In zoning district R3T-12: 1½ spaces per unit.
  - c. In zoning district R3T-18: 2 spaces per unit.
  - d. In addition to the parking for each unit specified in this subsection, parking must also be provided for any other uses in the facility such as restaurants, cocktail lounges, retail shops and the like based on the requirement for the particular use in question as established by this section.
- (19) Industrial warehouse or storage uses only (this subsection is not applicable to storage or warehouse areas that are a part of other commercial or industrial uses, and is applicable only to buildings used exclusively for warehousing or storage): 1 parking space, exclusive of service roads, entrances and exits, for each 1,000 square feet of the gross floor area in a building up to 10,000 square feet in area, and then 1 parking space for each 2,000 square feet of gross floor area thereafter; or 1 parking space for each 2 anticipated employees, whichever requires the greater number of parking spaces. In no event shall there be fewer than 5 parking spaces provided per building.
- (20) Multiple uses: Multiple uses in a single building or complex shall be provided with the same off-street parking which would be required if each use were separately located and as required in this section for each individual use.
- (21) Uses not listed: Off-street parking requirements for any use not listed in this section shall be the same as for the most similar use listed as determined by the city manager.

(Comp. Dev. Code 1990, § 8-3-4; Code 1994, § 106-104; Ord. No. 94-7286, § 1, 10-19-1994; Ord. No. 99-8523, § 2, 4-21-1999; Ord. No. 06-11328, § 1, 9-6-2006; Ord. No. 09-12468, § 1, 6-17-2009; Ord. No. 11-12919, § 1, 6-15-2011)

Sec. 50-105. - Off-street loading facilities.

(a) *General requirements.*

- (1) All required off-street loading facilities shall be designed in such a manner that vehicles engaged in loading or unloading activities will not encroach upon or interfere with the public use of streets or alleys.
- (2) All type B truck loading and unloading spaces and maneuvering areas shall be separated from the circulation pattern of the parking areas and designed with appropriate means of truck access to a street or alley.
- (3) Required off-street loading spaces shall be marked as such and shall not be utilized as storage for garbage or trash containers.

(b) *Number of spaces.*

- (1) All retail, restaurant and other similar commercial uses occupying 30,000 square feet of gross floor area or less shall provide at least 1 type A off-street loading space for the first 10,000 square feet or fraction thereof of principal building floor area, and 1 type A space for the next 20,000 square feet or fraction thereof of principal building floor area.
- (2) Office uses occupying up to 30,000 square feet of gross floor area shall provide 1 type A loading space.
- (3) Multifamily dwellings and transient lodging facilities shall provide 1 type A off-street loading space for establishments having 20 to 40 units, and 2 type A spaces if there are more than 40 units.
- (4) All retail, restaurant and other similar commercial uses occupying more than 30,000 square feet of gross floor area shall provide 1 type A loading space and 1 type B loading space per 30,000 square feet of gross floor area or fraction thereof.
- (5) Office uses shall provide 1 type A loading space per 30,000 square feet of gross floor area.

(Comp. Dev. Code 1990, § 8-3-5; Code 1994, § 106-105)

Sec. 50-106. - Other vehicular use areas.

Off-street facilities that are provided in any zoning district for the parking or display of any and all types of vehicles, boats or heavy construction equipment, whether such vehicles, boats or equipment are self-propelled or not, and all land upon which vehicles traverse the property as a function of the primary use, including drive-in facilities, are referred to in this land development code as "other vehicular uses." Such off-street facilities and land shall conform to the minimum requirements set forth in this article, except that single-family and 2-family residential uses on individually platted lots shall be exempt from such requirements.

(Comp. Dev. Code 1990, § 8-3-6; Code 1994, § 106-106)

Sec. 50-107. - Parking needs analysis.

(a) *Definition.* A parking needs analysis is a statement by a property or business owner which indicates that the requirements of section 50-104 regarding the number of parking spaces required are not

applicable to such person's particular situation because the use is unique, the operational method is atypical, or the particular use is not listed within the section.

(b) *Submittal requirements.*

- (1) *Preapplication conference.* A property or business owner who wishes to have a parking needs analysis approved must schedule a preapplication conference with a member of the city staff as designated by the city manager, to determine specific application requirements and acceptable methodology.
- (2) *Contents.* A parking needs analysis, when required or allowed by this land development code, shall include 1 or more of the following, as applicable, as an indication that the requirements of section 50-104 should not be applied in a specific case:
  - a. Estimates of parking requirements based on recommendations in studies such as those from the Urban Land Institute (ULI), the Institute of Traffic Engineers (ITE), or the Traffic Institute, or industry standards based on data collected from geographic areas and uses or combinations of uses which are the same or comparable to the proposed area and use. Comparability and applicability of data shall be determined by density, scale, bulk, area, type of activity and location. The study shall document the source of data used to develop recommendations.
  - b. An analysis of the extent to which other options exist for parking which would lessen the on-site parking requirement.
  - c. An operational procedure which indicates that the full parking requirement is not needed, and a guarantee of continuity of such procedure.
  - d. Actual parking counts for the building or site which indicate that the full number of parking spaces are not required. Such counts must be taken during the peak hours of the peak season.
- (3) *Statement of remedies.* Any parking needs analysis shall include a statement of the remedies which will be available if it is determined that the full number of parking spaces as required by this land development code is needed.
- (4) *Preparation.* If for any reason a traffic impact statement is required, the parking needs analysis shall be prepared by the registered professional engineer who prepared the traffic impact statement. If a traffic impact statement is not required, the parking needs analysis may be prepared by the owner or petitioner. The parking needs analysis shall be conducted according to the methodology agreed upon at the preapplication conference and shall include all documentation agreed upon at the preapplication conference.

(c) *Method of approval.*

- (1) *Change of use.* The city manager shall review the parking needs analysis for a change or expansion of use within an existing building. Upon a finding by the city manager that the analysis uses the methodology determined to be appropriate at the preapplication meeting, and that the analysis includes an acceptable and reasonable remedy which can be implemented within a 60-day period, the analysis shall be approved.
- (2) *Increase in building size.* If the parking needs analysis is presented for an increase in building size, it shall be reviewed through and meet the criteria of the conditional use process as listed in section 46-34. Any such approval must be recorded in the public records of the county at the expense of the owner or applicant.
- (d) *Notification of insufficient parking.* If a parking needs analysis was approved according to subsection (c)(1) of this section and the number of spaces is insufficient, the city manager shall notify the property owner by certified mail that the remedies must be implemented within 60 days. The city manager shall make a determination of insufficient parking by one of the following methods:
  - (1) Monitoring of the parking;

- (2) Increased parking in the right-of-way caused by insufficient parking on site for that property; or
- (3) Verified complaints of parking on neighboring properties.

(Comp. Dev. Code 1990, § 8-3-7; Code 1994, § 106-107; Ord. No. 99-8454, § 5, 1-20-1999; Ord. No. 99-8515, § 5, 4-7-1999)

Secs. 50-108—50-130. - Reserved.