
Sec. 94-485. - General provisions.

- a. *Restriction on use of parking and loading areas.* The storage of merchandise, materials or motor vehicles, or the repair of motor vehicles or any other equipment is prohibited in all off-street and loading facilities.
- b. *Location of parking and loading spaces.* Required off-street parking and loading spaces for multiple family developments of three units or more (on one property), mixed-use projects and nonresidential structures shall be located on the same property on which the use or structure exists unless compliant with the following:
 1. Required parking may be located off-street on property meeting the following requirements:
 - a. Located within 300 feet of the subject property;
 - b. Located in the same or less restrictive zoning district;
 - c. Located in a district where such facilities are permitted;
 - d. Permitted subject to approval of a special use permit;
 - e. Parking shall be paved and marked in accordance with the appropriate city code requirements.
 2. On-street parking directly and wholly abutting the subject property may be counted towards the parking requirement, provided that:
 - a. Such spaces are clearly marked on the site plan and pavement in accordance with the appropriate city, county and state standards;
 - b. Such spaces shall be publicly accessible and cannot be reserved or restricted by the owner or tenants of the property;
 - c. On street parking on private streets may be counted towards required parking provided that the road is publicly accessible (not gated) and the streets, parking spaces and sidewalks are constructed consist with the standards for public streets in the city.

In the event the city, county or state removes the spaces at any time for a public purpose, the property shall be considered lawfully nonconforming with respect to parking.
- c. *Ownership of parking and loading spaces.* The title of all property on which required parking and loading is provided shall be unified with the title of all property on which the uses served are located. Deed restrictions and other documents which provide for title unification shall be recorded with the county clerk of the circuit court prior to consideration of a site plan. Notwithstanding the provisions of this section, required parking for any structure or use may be located on property obtained on a lease, rental, or similar contractual basis when the city is a third part to such agreement. Contractual agreements of this nature must be approved by the city commission following action by the zoning board of appeals and prior to the issuance of any building permit or certificate of occupancy. If required parking is obtained in this manner, sufficient numbers of spaces shall be maintained at all times. If required parking is obtained on a contractual, non-unity of title basis, deed restrictions, or other documents which limit the use of property to the provision parking shall be recorded with the clerk of the circuit court, approved by the city attorney, and filed with the planning department prior to consideration of a site plan. Deed restrictions of this nature shall expire only after 25 years or upon the termination of the use requiring the provision of parking. Parking provided on a non-unity of title basis shall be a Class B special use and require approval by the zoning board of appeals. Required documents shall be recorded with the clerk of the circuit court prior to issuance of any building permit.
- d. *Entrances and exits to parking and loading facilities.* Entrances and exits to parking and loading spaces shall be located on one or the other:
 1. Land in the same zoning district as the use served;
 2. Land in a less restrictive zoning district.

For the purposes of this section, the zoning district listed first on the following list shall be considered the least restrictive than the one preceding it:

DESIGNATION	DISTRICT TITLE
I	Industrial
CC2	City Center Lakefront
GC	General Commercial
OC	Office Commercial
NC	Neighborhood Commercial
MF32	Multifamily High Density Residential District
MF20	Multifamily Low Density Residential District
MF14	Multifamily Low Density Residential District
SF14	Single-family Small Lot High Density Residential District
SF11	Single-family High Density Residential District
SF7	Single-family Low Density Residential District
SF5	Single-family Medium Density-5 Residential District
SF3	Single-family Low Density-3 Residential District

- e. *Surfacing of parking and loading spaces.* Prior to issuance of a certificate of occupancy, all parking and loading spaces, access drives, and maneuvering lanes shall be paved with a nondusting surface in compliance with standards specified by the city. The planning director, in coordination with the city's engineers, may approve types of paving not specified upon a finding that such other types are equivalent in appearance and durability. Parking surfaces shall be maintained free of all weeds, grass, dust, and accumulated trash.
- f. *Storm drainage for parking and loading spaces.* Off-street parking and loading spaces shall be provided with drainage systems adequately designed and maintained as required by the following:
 - 1. To prevent the accumulation of water from normal rainfall; and
 - 2. To prevent the runoff of rainfall onto neighborhood property at rates greater than would result if the site were undeveloped. Drainage systems shall be designed in accordance with standards prescribed by the city engineering department.
- g. *Traffic control aids.* Traffic control signs and pavement markings shall be used as necessary to ensure safe and efficient traffic operations within all parking and loading areas. Required off-street parking spaces shall be delineated by four inch white double striped lines. Curbs, wheel-stops, or bollards shall be installed to protect landscaped areas, pedestrian area, buildings, and property lines. All signs shall comply with the Manual of Uniform Traffic Control Devices Federal Highway Administration, United States Department of Transportation, 1978, as adopted by the state department of transportation, as revised.
- h. *Required number of spaces when fractional space computed.* When calculations determining the number of required parking spaces result in the requirements of a fractional space, any fraction up to and including one-half shall be disregarded and fractions over one-half shall require one parking space.
- i. *Developer's option to pay into city's parking trust fund in lieu of providing required parking spaces.* Proposed developments within the CC-2 districts may accommodate their required parking by making payment for each required parking space into the downtown parking trust fund. The fee per parking space is based upon the current construction cost of structured parking, as determined by the city parking administrator, and paid at the time of building permit application. Payment-in-lieu does not provide a parking space for the development in any city facility.
- j. *Configuration of parking and loading ingress and egress.* Ingress to and egress from parking and loading spaces shall be provided in either of the following ways:
 - 1. Ingress and egress from parking and loading spaces shall be provided by means of clearly defined drives which lead from public rights-of-way to clearly defined maneuvering lanes which in turn provide access to individual parking or loading spaces. Configurations which require backing directly onto a street, excluding alleys, from a parking or loading space for more than two residential units and all nonresidential uses shall be prohibited in all residential and nonresidential zoning districts. There shall be a minimum of ten feet separation between all access drives. The separation shall be measured along the curbline.
 - 2. Ingress and egress from parking stalls shall be provided directly from public alleys. If existing alley width does not comply with minimum aisle requirements, additional parking space aisle or setbacks shall be required as indicated in Figure XV-2.

**FIGURE XV-2:
GENERAL PARKING DIMENSIONS**

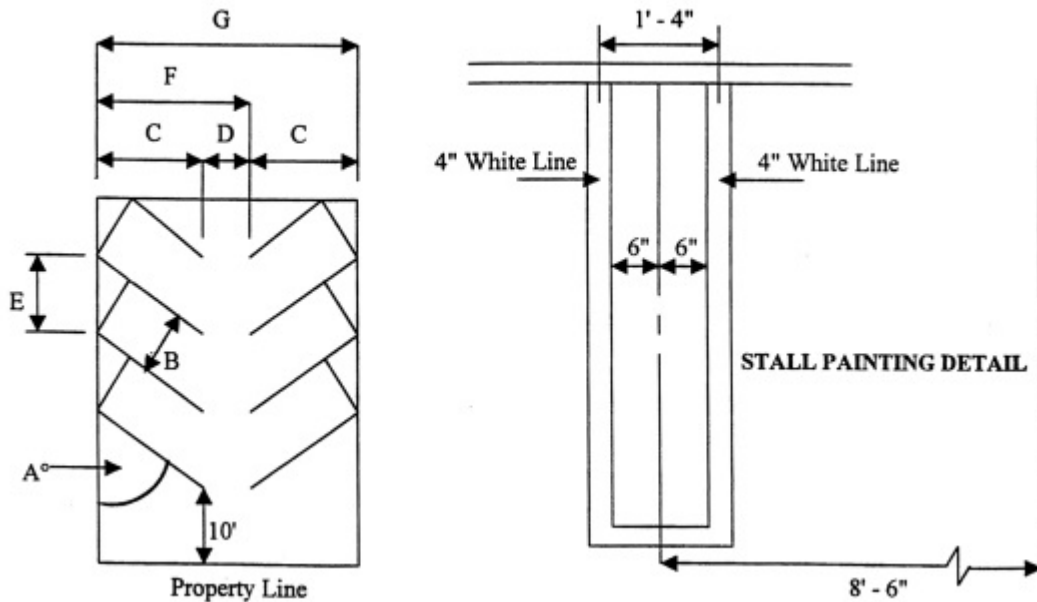
A	B	C	D	E	F	G
PARKING ANGLE	STALL WIDTH	STALL DEPTH	 AISLE WIDTH	CURB LENGTH	HALF BAY	FULL BAY
0 ST*	8'6"	8'6"	12'0"	22'	20'6"	29'0"
0 SM	8'0"	8'0"	12'0"	20'	20'0"	28'0"
30 ST	8'6"	16'4"	12'0"	17'0"	28'4"	44'8"
30 SM	8'0"	14'11"	12'0"	16'0"	26'11"	41'10"
40 ST	8'6"	18'1"	12'0"	13'3"	30'1"	48'2"
40 SM	8'0"	16'5"	12'0"	12'5"	28'5"	44'10"
45 ST	8'6"	18'9"	13'0"	12'0"	31'9"	50'6"
45 SM	8'0"	17'0"	13'0"	11'4"	30'0"	47'0"
50 ST	8'6"	19'3"	15'0"	11'1"	34'3"	53'6"
50 SM	8'0"	17'5"	15'0"	10'5"	32'5"	49'10"
60 ST	8'6"	19'10"	18'0"	9'10"	37'10"	57'8"
60 SM	8'0"	17'10"	18'0"	9'3"	35'10"	53'8"
70 ST	8'6"	19'10"	20'4"	9'0"	40'2"	60'0"
70 SM	8'0"	17'9"	20'4"	8'6"	38'1"	55'10"
75 ST	8'6"	19'7"	20'10"	8'10"	40'5"	60'0"
75 SM	8'0"	17'6"	20'10"	8'3"	38'4"	55'10"
80 ST	8'6"	19'2"	21'8"	8'8"	40'10"	60'0"
80 SM	8'0"	17'2"	21'8"	8'1"	38'10"	56'0"
90 ST	8'6"	18'0"	24'0"	8'6"	42'0"	60'0"
90 SM	8'0"	16'0"	24'0"	8'0"	40'0"	56'0"

NOTES:

*ST is standard; SM is small.

Dimensions are for one-way direction movement. Two-way direction movement requires a minimum of 24 feet wide regardless of parking angle and dimensions given in Table I of the above.

STALL PAINTING DETAIL



- k. *Exceptions to general requirements for off-street CC-2 districts parking.* In all CC-2 districts, off-street parking requirements for each use may be reduced by ten percent with the exception of hotel and retail uses.
- l. *Encroachments.* Required off-street parking spaces shall not be encroached upon by electrical or mechanical equipment, pipes, or similar obstructions. Required off-street parking spaces may be encroached upon by structural support columns; however, such encroachments shall not interfere with the normal opening and closing of vehicle doors. Encroachments of this nature shall be reviewed and approved by the city engineer prior to issuance of a building permit.
- m. *Vehicular movement.* All vehicular movement and maneuvering that may be required to utilize off-street parking facilities shall be retained on-site. Public rights-of-way shall not be utilized to allow or enhance movement or maneuvering except for those uses within the downtown master plan area pursuant to subsection 94-102(w).
- n. *Off-street parking dimensions.* All parking spaces required by this article shall be at least eight feet six inches in width and 18 feet in length; small car spaces shall be at least eight feet in width and 16 feet in length. Minimum parking space and aisle dimensions are set forth in Figure XV-2.
 1. *Small car space requirements.* The number of small car parking spaces shall be provided as required by the following:
 - a. If the total parking requirements of any use or structure is less than 20 spaces, no small car spaces are permitted.
 - b. If the total parking requirement is 20 to 100 spaces, 25 percent of the spaces may be designated for small car use.
 - c. If the total parking requirement is more than 100 spaces, 30 percent of the spaces may be designated for small car use.
 - d. All small car parking spaces shall be marked with individual signs stating "Small Cars Only." Small car parking spaces shall have double striping on each side of the space.
 - e. Small car spaces, to the extent feasible, shall be concentrated at various locations within a parking structure or lot. Small and standard car spaces shall be distributed equally throughout a parking structure or lot, and the city engineer shall review the design of all proposed parking facilities to ensure that the intent of this section is satisfied.
 2. *Dimensions and layout of parking facilities.* Plans for the layout of off-street parking facilities shall be in accordance with the minimum requirements set forth in Figure XV-2. Parking spaces for the disabled shall be provided in accordance with the requirements of applicable state and federal legislation.

- o. *Parking spaces for the disabled.* Spaces for the disabled shall be provided as set forth in applicable state legislation.

1. *Number of spaces for the disabled.* Disabled parking spaces shall be provided as required by the following:

TABLE XV-3: REQUIRED PARKING SPACE FOR THE DISABLED	
TOTAL NUMBER OF SPACES	TOTAL OF DISABLED SPACES 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 250	7
251 to 300	8
301 to 400	9
401 to 500	2 percent of total
501 to 1,000	20 plus one for each 100 over 1,000
Over 1,000	

Source: F.S. § 316.1955.

2. *Size and location of spaces for the disabled.* Parking spaces for the disabled shall be designed as required by the following:

- a. All spaces shall have access to a curb ramp or curb cut, when necessary, to allow entrance to the building served. Spaces shall be located so that users are not compelled to walk or otherwise move behind parked vehicles, excluding other vehicles parked in adjacent parking spaces for the disabled.
- b. Diagonal or perpendicular parking spaces shall be a minimum of 12 feet wide and 18 feet long.
- c. Parallel parking spaces shall be located either at the beginning or end of a block or adjacent to alley entrances. Curbs adjacent to such spaces shall be of a height which will not interfere with the opening and closing of motor vehicle doors.
- d. Each disabled parking space shall be prominently outlined with paint and posted with a permanent sign of color and design approved by the state department of transportation. The sign shall contain the internationally accepted wheelchair symbol and the caption "Parking by Disabled Permit Only."

- p. *Loading space requirements.* Loading spaces shall be provided as required by the following:

LOADING SPACES REQUIREMENT			
USE	GROSS FLOOR AREA (SQUARE FEET)	LOADING AND UNLOADING SPACES	
		10 FEET × 25 FEET	10 FEET × 50 FEET
Office Use	0 to 1,000	0	0
	1,001 to 99,999	1	0
	100,000 to 149,999	0	1
	150,000 or more	0	2
Commercial and Industrial Use	0 to 1,000	0	0
	1,001 to 19,999	1	0
	20,000 to 49,999	0	1
	50,000 to 99,999	0	2
	100,000 or more	0	3

q. Bicycle parking.

1. *Number of spaces required.* One bicycle parking space shall be provided for every 20 automobile parking spaces, or fraction thereof, required for the use, except as provided below:

BICYCLE SPACES REQUIREMENT	
USE	REQUIRED BICYCLE SPACES
RESIDENTIAL:	
Conventional detached	None
Model home	None
ENTERTAINMENT AND RECREATION:	
Arcades, games, skating, tennis, handball, racquetball, swimming pool	One per ten required auto spaces

2. *Design standards.*

- a. The department shall maintain a list of approved bicycle parking facilities.
- b. Other bicycle parking devices may be used if it is established to the satisfaction of the department that the standards below are met.
- c. The rack or other facility shall:
 1. Be designed to allow each bicycle to be supported by its frame.
 2. Be designed to allow the frame and wheels of each bicycle to be secured against theft.
 3. Be designed to avoid damage to the bicycles.
 4. Be anchored to resist removal and solidly constructed to resist damage by rust, corrosion, and vandalism.
 5. Accommodate a range of bicycle shapes and sizes and to facilitate easy locking without interfering with adjacent bicycles.
 6. Be located to prevent damage to bicycles by cars.
 7. Be consistent with the surroundings in color and design and be incorporated whenever possible into building or street furniture design.
 8. Be located in convenient, highly-visible, active, well-lighted areas.
 9. Be located so as not to interfere with pedestrian movements.
 10. Be located as near the principal entrance of the building as practicable.
 11. Provide safe access from the spaces to the right-of-way or bicycle lane.

(Code 1979, § 33-174; Ord. No. 3679-03, § 2, 7-21-2003; Ord. No. 3899-05, § 2, 8-29-2005; Ord. No. 3963, § 3, 6-19-2006; Ord. No. 4213-09, § 8, 6-29-2009; Ord. No. 4370-11, § 5, 10-3-2011)