
Sec. 94-111. - Parking and loading requirements.

- a. *Intent.* The parking requirements shall reduce the visual impact of parking uses and encourage creative alternatives to reduce the area dedicated to parking, avoid conflicts between vehicles and pedestrians, and preserve and enhance pedestrian activity within the downtown.
- b. *General parking requirements.*
 1. Parking shall comply with Table IV-9. Uses not listed on this table shall comply with the parking requirements according to Table XV-6.
 2. Parking requirement calculations shall be based on net interior area.
 3. Parking reductions may be combined. However, the combination shall not result in a reduction of more than 25 percent from the requirements which would apply in the absence of all reductions. Any parking reductions above 25 percent of the required parking shall obtain DAC approval.
 4. Guest parking shall comply with Table IV-9. Guest parking shall be designated and prominently marked on-site as "Guest Parking" and shall not be restricted in any manner to use by a single tenant, owner, unit, or other user.
 5. Within the urban core and special districts planning areas, lots which are less than 55 feet in lot frontage are not required to provide parking.
 6. Any portion of the parking area which exceeds the maximum parking ratio shall be included in the calculations of gross building area. This shall include stalls and all associated circulation areas.
 7. Parking spaces for disabled shall be provided according to subsection 94-485(o).
- c. *Parking stall dimensions.* Parking stall dimensions shall comply with the general parking standards according to Figure XV-2 in section 94-485. Additional requirements are as follows:
 1. In those cases where the side of any stall is adjacent to a wall, fence, building, or other physical obstruction, the stall widths shall be increased by a minimum of one foot. Where there is an obstruction on both sides of the stall, the stall widths shall be increased by a minimum of two feet.
 2. A minimum three-foot back up area shall be provided at the terminus of any dead-end drive aisle to allow for vehicles to safely pull out of the end parking spaces. In addition, the equivalent of one parking space at the terminus of a dead-end aisle shall be striped as a dedicated pull-in area for turning around.
- d. *Shared parking.* Shared parking is permitted in all planning areas. For proposed developments with two or more distinguishable uses as listed in Table IV-10, the minimum total number of required parking spaces shall be determined by the following procedure:

Minimum parking spaces required by the shared parking calculation shall not be marked as designated spaces for a particular use.

1. Utilize Table IV-9 to determine the minimum parking requirement for each individual use.
 2. Multiply the minimum parking requirement for each individual use by the appropriate percentage for each of the five designated time periods listed in Table IV-10.
 3. Add the resulting minimum parking requirement for each of the five designated time periods to obtain five totals of minimum parking requirements.
 4. The minimum parking requirement shall be the highest sum among the five columns resulting from the above calculation.
- e. *Tandem parking.*
 1. For commercial uses, tandem parking spaces shall be counted as one space unless there is a valet attendant in charge of the operation of the parking facility during all operating hours, and such requirement is established through a restrictive covenant. All restrictive covenants and other documents required to be recorded shall be on city approved forms, and recorded in the public records.
 2. For residential uses, tandem parking, if provided, may count as two spaces, provided both spaces are dedicated to the same residential unit, and a restrictive covenant is recorded on city approved forms, and recorded in the public records.

- f. *On-street parking.* Existing or proposed on-street parking spaces may count toward required parking when approved by the city parking administrator and the city traffic engineer. Only full length parking spaces located immediately along the proposed development's lot frontages may be counted.
- g. *Off-site parking.* Off-site parking shall be permitted. Off-site parking may count toward required parking, and shall comply with the following conditions:
 1. Off-site parking shall be located within 700 feet of the proposed development. The distance separation shall be measured by following a straight line from the property line on which the primary use is located to the property line where the off-site parking is proposed.
 2. A restrictive covenant shall be required for the purpose of ensuring that the required parking is provided. Such restrictive covenant shall be executed by owners of the properties concerned. All restrictive covenants and other documents required to be recorded shall be on city approved forms, and recorded in the public records.
 3. The location and number of off-site parking spaces shall require approval by DAC.
- h. *Payment-in-lieu.* Proposed developments within the DMP 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 into the downtown parking trust fund is not payment for and does not provide the right to any parking space(s) in any city facility.
- i. *Bicycle racks and bicycle storage.* In support of a variety of sustainable transit options in the downtown area, bicycle racks and storage shall be required as follows:
 1. *Bicycle racks and bicycle storage for commercial uses.* Commercial developments, including hotel uses, shall provide (i) secure bike racks and/or storage at a ratio of one bicycle parking space per every 15 parking spaces provided and (ii) a minimum of one shower and changing facility shall be provided to be available for all tenants and shall be located within the building, or within 200 feet of the building entrance, for developments greater than 50,000 square feet in gross building area.
 2. *Bicycle racks and bicycle storage for residential uses.* One bicycle parking space shall be provided per every 15 parking spaces provided. Required residential bicycle parking spaces shall be provided in a secured area, covered from the elements.
 3. *Mixed-use developments.* Mixed-use developments shall provide secure bicycle parking spaces for both the commercial, including hotels, and residential components of the development as calculated separately pursuant to the requirements of this section.
- j. *Motorcycle parking.* Up to eight motorcycle parking spaces may be permitted in lieu of four standard parking spaces and may count toward the required total parking. A minimum of ten parking spaces shall be provided before any motorcycle spaces can replace a required parking spaces. Motorcycle shall be a minimum of four feet wide and eight feet long.
- k. *Mechanical and automated parking.*
 1. Parking structures with mechanical parking shall provide a commercial attendant during the operating hours of the facility. Such operation shall be enforced through a restrictive covenant recorded in the public records. All restrictive covenants and other documents required to be recorded shall be on city approved forms, and recorded in the public records.
 2. Automated parking shall not be penalized for exceeding the maximum required number of parking spaces and the additional spaces shall not count toward the FAR calculations.
- l. *Valet parking.* Valet parking may be permitted subject to approval by the city parking administrator. In those cases where the valet service utilizes existing or proposed on-street parking for drop-off or pick-up, the applicant shall pay for the use of those occupied spaces in the amount as established by the city and in locations approved by the city parking administrator.
- m. *Loading and maneuvering.* When provided, loading areas shall comply with the following requirements:
 1. Loading for all proposed developments shall occur internal to the building footprint or from the adjacent alley and shall be visually screened from public view. For existing developments or developments which, due to their size, cannot accommodate internal circulation as determined by the planning director, and which do not have alley access, the owner may make arrangements with the city to designate on-street parking as a loading zone subject to the approval of the city parking administrator.
 2. Public rights-of-way shall not be utilized for maneuvering associated with building loading access.

3. Proposed developments on lots more than 50,000 square feet shall comply with the minimum loading requirements in subsection [94-485\(p\)](#).
- n. *Passenger loading and drop-off.*
 1. Passenger loading and drop-off shall comply with Table IV-11.
 2. *On-street passenger loading and drop-off.* On-street passenger loading and drop-offs may be permitted when proposed or existing developments cannot reasonably provide this function within the building structure, as determined by the planning director. On-street passenger loading and drop-offs shall be permitted within the areas designated for on-street parking with the following conditions:
 - a. An on-street passenger loading and drop-off permit must be obtained from the city parking administrator.
 - b. For each proposed development, there shall be no more than one on-street passenger loading and drop-off area per lot frontage.
 - c. The city parking administrator shall determine the dimensions of the on-street passenger loading and drop-off areas based on the proposed development project.
 3. *Porte cochere passenger loading and drop-off.*
 - a. Porte cochere passenger loading and drop-off shall comply with the requirements of Table IV-11 and Figure IV-22.
 - b. Designated passenger loading and drop-off areas shall be set back a minimum of 16 feet from the back of curb, shall be separated from the sidewalk by a 5 foot wide landscape buffer and shall be subject to approval by the city traffic engineer.
 - c. Porte cocheres shall be integrated and consistent with the overall building design.
 - d. When provided, overhead cover, such as canopies, shall not be freestanding.
 - e. Porte cocheres shall generally occur at the same elevation as the adjacent street and are limited to one occurrence per building frontage.
 - f. Porte cocheres are subject to minimum standards depending on subdistrict location and adjacency to a street designation and are separated into two types which are illustrated in Figure IV-22. Type A and Type "B" porte cocheres shall be allowed for class A office buildings and hotels only.
 4. *Cross-block passenger loading and drop-off.*
 - a. Cross-block passenger loading and drop-off shall comply with the requirements of Table IV-11.
 - b. Passenger loading and drop-off areas shall occur within the footprint of the building envelope.
- o. *Curb cuts, parking entrances, and driveways.*
 1. Curb cuts for parking entrances, and driveways shall comply with the requirements of section [94-109](#) and shall be permitted according to Table IV-11.
 2. Parking entrances may be permitted on avenues in those cases where the only street frontage available is an avenue.
 3. Curb cuts, parking entrances, exits, and driveways shall not be wider than 25 feet as measured parallel to the street at the curb.
 4. Curb cuts, parking entrances, exits, and driveways shall be separated at least 10 feet to minimize the impact of contiguous curb cuts on the pedestrian environment.
- p. *Queuing.* Not less than 20 linear feet shall be provided for car queuing, shall occur internal to the lot, and shall not interfere with pedestrian circulation on a public sidewalk.
- q. *Parking structures.*
 1. *Parking structure entrances.* All parking structure entrances facing a street frontage shall be required to treat the interior portion of the garage entry to a depth of at least 20 feet from the building facade. Treatment may include, but shall not be limited to, stucco or plaster, finished and painted comparable to a habitable space. All mechanical, electrical, and plumbing systems shall be covered or screened.
 2. *Parking ramp maximum slope.* Maximum slopes for parking ramps shall be in accordance with ADA requirements and shall not exceed six percent. Non-parking ramps shall not exceed 16 percent. If the ramp is greater than 14 percent, a break-over transition shall be required. The preferred standard is ten percent for non-parking ramp slopes.

3. Where possible, circulation ramps shall be internalized to avoid visibility of the ramps from the street or public areas.
4. *Parking on exposed roof surfaces is discouraged.* If proposed, parking on exposed roof surfaces shall comply with the following regulations:
 - a. A minimum of 30 percent of the total parking garage roof deck surface shall be covered with vegetated area. Plant materials shall be planted in appropriately sized and irrigated planter boxes.
 - b. Trees may be counted as part of the 30 percent area, and square footage credit shall be calculated according to Table IV-8: Tree Canopy Standards. Trees shall be planted in appropriately sized and irrigated planter boxes.
 - c. Covered structures such as, but not limited to trellis, canvas and vertical circulation structures may be counted as part of the 30 percent area requirement, or utilized to comply with the totality of the 30 percent requirement.
 - d. The vegetated and/or screening structure requirement can be administratively eliminated if the entire surface of the garage deck is treated with an artistic design that enhances the visual appearance of the garage deck; and each of the following conditions are met:
 1. The required public open space at ground level shall be increased in an amount equal to ten percent of the exposed roof parking garage area; and
 2. The roof deck artistic design shall be considered a mural, and shall comply with all of the city's requirements for murals according to the City Code; and
 3. The roof deck artistic design shall not be counted as part of the required one percent Art in Public Places.
 - e. Exposed parking garage lighting shall be designed in a way that light does not spill over the parapet wall of the garage.
- r. *Surface parking lots.* All new surface parking lots shall comply with the following standards:
 1. Landscape buffers shall be provided in accordance with subsection 94-113(f)
 2. If fencing is utilized, it shall be decorative aluminum or similar metal, masonry, or stucco on masonry. Vinyl-coated chain link fence may be allowed if permitted within the district.
- s. *Trash pick-up service.* All proposed developments shall comply with the minimum standards necessary to allow for efficient and effective trash pick-up service pursuant to the city's public works department.
- t. *Parking Requirements for the Okeechobee Business District.*
 1. Properties located within the Okeechobee Business District are not required to provide parking. If parking is provided, the maximum number of parking spaces provided shall be regulated by Table IV-9a, and the provisions in this subsection.
 2. Soft maximums parking requirements represent parking ratios allowed by right.
 3. Hard maximums parking requirements represent parking ratios allowed if the project complies with the requirements described under both subsection (4) and (5) below if applicable. Any increase in parking ratios will require payment to the transit operation fund before any parking increase can be claimed through use of the transportation demand management initiatives in Table IV-8a.
 4. If a developer wishes to exceed the soft maximum parking ratios, the project shall contribute to the transit operation fund. Contribution to the transit operation fund, in the requisite amount, shall allow the soft maximum parking ratio to be increased 50% above the established soft maximum. The amount of the contribution, and the required monitoring and compliance, will be established by resolution of the city commission.
 5. If a developer wishes to increase the number of parking spaces above the number provided through contribution to the transit operation fund, the project shall comply with one of the following options:
 - i. Design at least one parking garage level in a way that it can be converted into usable space once the parking demand is lower. A 10% increase of the soft maximum parking ratio will be allowed per parking level.
 - ii. Comply with Transportation Demand Management (TDM) initiatives that enhance the mobility in downtown and create more walkable development patterns. The implementation of each transportation demand management initiative will allow additional parking spaces for the project as indicated in Table IV-8a. The developer will be required to enter into an agreement with the city for the implementation and monitoring of each of the TDM strategies adopted for the project.

**TABLE IV-8a:
TRANSPORTATION DEMAND MANAGEMENT REQUIREMENTS**

| PROGRAM | REQUIREMENTS | ADDITIONAL PARKING SPACES EARNED |
|---|---|----------------------------------|
| A. PARKING MANAGEMENT | | |
| Unbundle parking spaces from lease agreements and sale agreements. | For non-residential uses: 75% of parking spaces provided | 35 |
| | For Residential uses: 100% of parking spaces provided | 50 |
| | 75% of parking spaces provided | 35 |
| | 50% of parking spaces provided | 25 |
| Establish a discounted parking fee for non-peak hour travelers (no enter between 7:00-9:00am and no exit between 4:00 -6:00pm.) | For non-residential uses: 20% of parking spaces | 10 |
| Reserve parking spaces for carpool and vanpool | For non-residential uses: Two parking spaces minimum, up to 20 | 4 to 40 |
| B. INCENTIVE PROGRAMS | | |
| Establish a parking cash out program for employees equal to no less than 80% of market value of a monthly parking space. | For non-residential uses: Offer daily/monthly and yearly cash out program | 15 |
| Provide 50% discounted car share membership | 1/5,000sf of net office or commercial space 1/10 residential units | 15 |
| Provide 25% ride share discounts | 1/5,000sf of net office or commercial space 1/10 residential units One for each hotel reservation | 15 |
| Provide 50% discounted annual bike share membership | 1/5,000sf of net office or commercial space 1/10 residential units 1/10 hotel rooms | 20 |
| Provide 50% discounted Palm Tran, Tri-Rail or Brightline passes | 1/5,000sf of net office or commercial space 1/10 residential units 1/5 hotel rooms | 30 |
| C. SHARED SERVICES | | |
| Provide carshare space on site through an agreement with carshare provider. | One car share space, up to 10 spaces | 5 per space up to 50 |
| Provide bike sharing station on site | One bike share station with minimum 6 docks | 4 |
| Provide electric vehicles charging stations | Two charging stations minimum, up to 4 stations | 4-8 |

**TABLE IV-9:
PARKING REQUIREMENTS**

| | URBAN CORE DISTRICTS | | SPECIAL DISTRICTS | | NORTH RAILROAD AVENUE (NoRA) | | RESIDENTIAL ENCLAVES | |
|----------------------------------|----------------------|--------------|-------------------|--------------|------------------------------|--------------|----------------------|--------------|
| | MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX |
| Retail, restaurant or commercial | 2 per 1000sf | 4 per 1000sf | 2 per 1000sf | 3 per 1000sf | 1 per 1000sf | 3 per 1000sf | 1 per 1000sf | 2 per 1000sf |
| Office | 2.5 per 1000sf | 4 per 1000sf | 2.5 per 1000sf | 4 per 1000sf | 1 per 1000sf | 4 per 1000sf | 1 per 1000sf | 3 per 1000sf |

| TABLE IV-9: PARKING REQUIREMENTS | | | | | | | | |
|-------------------------------------|---|--|---|--|---|--|---|--|
| | URBAN CORE DISTRICTS | | SPECIAL DISTRICTS | | NORTH RAILROAD AVENUE (NoRA) | | RESIDENTIAL ENCLAVES | |
| | MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX |
| Hotel | 1 per 4 rooms plus 1 per 800sf for restaurant, public meeting areas | 1 per room plus 1 per 400sf for restaurant, public meeting areas | 1 per 4 rooms plus 1 per 800sf for restaurant, public meeting areas | 1 per room plus 1 per 400sf for restaurant, public meeting areas | 1 per 4 rooms plus 1 per 800sf for restaurant, public meeting areas | 1 per room plus 1 per 400sf for restaurant, public meeting areas | 1 per 4 rooms plus 1 per 800sf for restaurant, public meeting areas | 1 per room plus 1 per 400sf for restaurant, public meeting areas |
| Residential | 1 per unit plus 1 per 20 units for guest parking | 2 per unit plus 1 per 20 units for guest parking | 1 per unit plus 1 per 20 units for guest parking | 2 per unit plus 1 per 20 units for guest parking | 1 per unit plus 1 per 20 units for guest parking | 2 per unit plus 1 per 20 units for guest parking | 1 per unit plus 1 per 20 units for guest parking | 2 per unit plus 1 per 20 units for guest parking |
| Residential micro-unit | 0 | 0.5 per unit plus 1 per 20 units for guest parking | 0 | 0.5 per unit plus 1 per 20 units for guest parking | 0 | 0.5 per unit plus 1 per 20 units for guest parking | 0 | 0.5 per unit plus 1 per 20 units for guest parking |
| Bed and Breakfast | — | — | — | — | — | — | 1 per 4 rooms plus 1 space for manager | 1 per room plus 1 space for manager |
| Live/work | 2 per 1000sf | 4 per 1000sf | 2 per 1000sf | 3 per 1000sf | 1 per 1000sf | 3 per 1000sf | 1 per 1000sf | 2 per 1000sf |

| TABLE IV-9a: PARKING REQUIREMENTS | | | |
|--------------------------------------|------------------------------------|------------------|------------------|
| | OKEECHOBEE BUSINESS DISTRICT (OBD) | | |
| | REQUIRED PARKING | ALLOWED SOFT MAX | ALLOWED HARD MAX |
| NON-RESIDENTIAL USES | | | |
| Retail, restaurant or commercial | 0 | 1.5 per 1000sf | 3.0 per 1000sf |
| Office | 0 | 1.5 per 1000sf | 3.0 per 1000sf |
| Hotel | 0 | 0.75 per room | 1.5 per room |
| RESIDENTIAL USES | | | |
| Multi-family Studio | 0 | 0.5 per unit | 1.0 per unit |
| Multi-family One Bedroom | 0 | 0.75 per unit | 1.5 per unit |
| Multi-family Two Bedroom | 0 | 1.0 per unit | 2.0 per unit |
| Multi-family Three Bedroom | 0 | 1.25 per unit | 2.5 per unit |
| Multi-family Four or more Bedroom | 0 | 1.5 per unit | 2.5 per unit |

| TABLE IV-9a: PARKING REQUIREMENTS | | | |
|--------------------------------------|------------------------------------|------------------|------------------|
| | OKEECHOBEE BUSINESS DISTRICT (OBD) | | |
| | REQUIRED PARKING | ALLOWED SOFT MAX | ALLOWED HARD MAX |
| Live/Work | 0 | 0.75 per 1000sf | 2.87 per 1000sf |

| TABLE IV-10: SHARED PARKING REQUIREMENTS | | | | | |
|---|--------------------------------|----------------------------|---------------------------|----------------------------|----------------------------|
| SHARED PARKING REQUIREMENT CALCULATION | | | | | |
| USE | WEEKDAYS | | | WEEKEND | |
| | NIGHT MIDNIGHT 6:00 A.M. | DAY 9:00 A.M. 4:00 P.M. | EVE 6:00 P.M. MIDNIGHT | DAY 9:00 A.M. 6:00 P.M. | EVE 6:00 P.M. 4:00 A.M. |
| | PERCENT | PERCENT | PERCENT | PERCENT | PERCENT |
| Residential | 100 | 60 | 90 | 80 | 90 |
| Office | 5 | 100 | 10 | 10 | 5 |
| Commercial/Retail(non office) | 5 | 90 | 70 | 100 | 70 |
| Hotel | 80 | 60 | 100 | 80 | 100 |
| Restaurant | 10 | 50 | 100 | 50 | 100 |
| Entertainment/Recreation | 10 | 40 | 100 | 80 | 100 |
| All others | 100 | 100 | 100 | 100 | 100 |

| TABLE IV-11: CURB CUTS AND PASSENGER LOADING AND DROP-OFF STANDARDS | | | | | | | |
|--|-----|--------------|--------------|---|---|------------------------------|-------------------------------------|
| DISTRICTS | | | TYPE | | | | |
| | | | CURB CUTS | ON-STREET PASSENGER LOADING AND DROP- OFF | OFF-STREET PASSENGER LOADING AND DROP-OFF | | |
| | | | | PASSENGER DROP-OFF | PORTE COCHERE TYPE "A" | PORTE COCHERE TYPE "B" | CROSS-BLOCK PASSENGER LOADING |
| Urban Core | CLD | AVENUE | P | — | P | P | P |
| | | PRIMARY PED. | — | — | — | — | — |
| | | SECONDARY | P | P | P | P | P |
| | CAD | AVENUE | — | — | — | — | — |
| | | PRIMARY PED. | P | P | P | — | P |
| | | SECONDARY | P | P | P | P | P |
| | OBD | AVENUE | P5 | — | P5 | P5 | P5 |
| | | PRIMARY PED. | P | P | P | P | P |
| | | SECONDARY | P | P | P | P | P |
| | QBD | AVENUE | P | — | — | — | P |
| | | PRIMARY PED. | P1 | P | P1 | P1 | P1 |
| | | SECONDARY | P | P | P | P | P |
| | QGD | AVENUE | — | — | — | — | — |

**TABLE IV-11:
CURB CUTS AND PASSENGER LOADING AND DROP-OFF STANDARDS**

| DISTRICTS | | | TYPE | | | | |
|----------------------|------|--------------|-----------|--|---|------------------------|-------------------------------|
| | | | CURB CUTS | ON-STREET PASSENGER LOADING AND DROP-OFF | OFF-STREET PASSENGER LOADING AND DROP-OFF | | |
| | | | | PASSENGER DROP-OFF | PORTE COCHERE TYPE "A" | PORTE COCHERE TYPE "B" | CROSS-BLOCK PASSENGER LOADING |
| | TOD | PRIMARY PED. | P | P | P | — | P |
| | | SECONDARY | P | P | P | — | P |
| | | AVENUE | P2 | — | — | — | P |
| | | PRIMARY PED. | P1 | P | P1 | — | P1 |
| | | SECONDARY | P | P | P | — | P |
| Special Districts | CWD | AVENUE | — | — | — | — | — |
| | | PRIMARY PED. | P3 | P | P3 | — | — |
| | | SECONDARY | P | P | P | — | — |
| | FWD | AVENUE | P4 | — | P | P | P |
| | | PRIMARY PED. | P | P | P | — | P |
| | | SECONDARY | P | P | P | P | P |
| | NoRA | AVENUE | — | — | — | — | — |
| | | PRIMARY PED. | P | P | — | — | — |
| | | SECONDARY | P | P | P | P | — |
| | LD | AVENUE | P4 | — | — | — | P4 |
| | | PRIMARY PED. | P | P | — | — | — |
| | | SECONDARY | P | P | P | — | P |
| Residential Enclaves | BPD | AVENUE | P | — | P | P | — |
| | | PRIMARY PED. | P | P | — | — | — |
| | | SECONDARY | P | P | — | — | — |
| | NWD | AVENUE | P | — | — | — | — |
| | | PRIMARY PED. | P | P | P5 | — | — |
| | | SECONDARY | P | P | P | — | — |
| | PPD | AVENUE | P | — | — | — | — |
| | | PRIMARY PED. | P | P | — | — | — |
| | | SECONDARY | P | P | — | — | — |

P = Permitted

— = Prohibited

P1 = Prohibited on Rosemary Avenue

P2 = Prohibited on Tamarind Avenue

P3 = Prohibited on Clematis Street

P4 = Prohibited on Quadrille Boulevard

P5 = Permitted for hotel uses only

P5 = Prohibited on Flagler Drive or Quadrille Boulevard

(Ord. No. 4213-09, § 6 (Exh. A), 6-29-2009; Ord. No. 4619-16, § 3, 3-28-2016; Ord. No. 4674-16, § 3 (Exh. C), 2-27-2017; Ord. No. 4708-17, § 5 (Exh. A), 6-19-2017; Ord. No. 4789-18, § 3 (Exh. A), 7-30-2018; Ord. No. **4785-18**, § 1 (Exh. A), 08-13-2018; Ord. No. **4864-19**, § 1 (Exh. A), 09-09-2019; Ord. No. **4986-21**, § 4 (Exh. A), 02-07-2022; Ord. No. **5027-22**, § 5, 01-09-2023)

