

WORKSHOP  
APALACHICOLA CITY COMMISSION  
TUESDAY, NOVEMBER 7, 2023  
6PM OR IMMEDIATELY FOLLOWING REGULAR MEETING  
BATTERY PARK COMMUNITY CENTER  
1 BAY AVE., APALACHICOLA, FLORIDA 32320

**Agenda**

You are welcome to comment on any matter under consideration by the Apalachicola City Commission when recognized to do so by the Mayor. Once recognized please rise to the podium, state your name for the record and adhere to the three minute time limit for public comment. Comments may also be sent by email to the City Manager or to Commissioners.

- I. Call to Order**
- II. Agenda Adoption**
- III. Public Comment**
- IV. Parking Mitigation Discussion**

**Adjournment**

Any person who desires to appeal any decision at this meeting will need a record of the proceeding and for this purpose, may need to ensure that a verbatim record of the proceeding is made which includes testimony and evidence upon which the appeal is based. Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office 48 hours in advance of the meeting.

**Mayor**  
Brenda Ash

**City Manager**  
Travis Wade

**Commissioners**  
Anita Grove  
Adriane Elliott  
Despina George  
Donna Duncan

# CITY OF APALACHICOLA

192 Coach Wagoner Boulevard . Apalachicola, Florida 32320 .  
850-653-9319 . Fax 850-653-2205 . [www.cityofapalachicola.com](http://www.cityofapalachicola.com)

**Finance Director**

**City Clerk**  
Lee Mathes

**City Attorney**  
Dan Hartman

**Bree Robinson – City Planner**  
10/24/23

## Parking Mitigation Workshop Notes + Topics of Discussion

### Background:

Ordinance 2018-02 is currently on Municode and the consensus from the first traffic workshop (9/27) was to follow it. With this ordinance in mind, this creates a scenario where any existing building that intensifies use in the C-1 zone has to comply with the current parking requirements. (examples: adding more restaurant tables, adding bar stools, going from a retail establishment to a bar or restaurant, adding more retail floor space, adding slips at marinas, etc.) Questions have been raised on if the current parking ordinance is holding local businesses back from any expansion and the issue of internal memory of City records has been raised.

Expanding businesses have the option of providing on-site parking, finding another parcel to hold their parking requirements on within 500' of their site, or utilizing the parking mitigation option outlined in Ordinance 2018-02 which allows business owners to pay into the Apalachicola Parking Mitigation Fund in the amount of \$5,000 per required spot. The ordinance does give some options regarding the payment, such as instituting a payment plan over 2 years max, deferring construction or occupancy of floor space for which parking hasn't been mitigated, or other arrangements that would provide the parking requirements within 12 months of the application. It stipulates that the "other arrangements" cannot include a parking variance in any case.

### Current Parking Requirements:

Type	Spots Required:
Dwelling	<ul style="list-style-type: none"><li>• 1 per dwelling unit or room for rent</li></ul>
Office, Studios, & Financial Institutions	<ul style="list-style-type: none"><li>• 1 off-street for every 2 employees on peak shift</li><li>• 1 for each 500SF of floor place open to public</li></ul>
Retail Establishments	<ul style="list-style-type: none"><li>• 1 off-street for every 2 employees on peak shift</li><li>• 2 for first 1,000SF of floor space</li><li>• 2 for each additional 300SF of floor space</li></ul>
Eating/Drinking Establishments	<ul style="list-style-type: none"><li>• 1 off-street for every 2 employees on peak shift</li><li>• 1 for each 2 tables for service</li><li>• 1 for each 4 stools at service counter</li></ul>
Child Care Centers	<ul style="list-style-type: none"><li>• 1 off-street for every 2 employees on peak shift</li><li>• 1 for each 500SF of floor space</li><li>• + adequate provisions for loading and unloading of children – site plan approval needed by the P&amp;Z Board</li></ul>
Marinas	<ul style="list-style-type: none"><li>• 1 off-street for each wet slip</li><li>• 1 off-street for every 3 dry slips</li></ul>
All Other Permitted Uses and Structures	<ul style="list-style-type: none"><li>• 1 off-street for every 2 employees on peak shift</li><li>• + additional spaces as determined by the P&amp;Z Board</li></ul>

### Staff Comments/Recommendations:

City does not possess a complete map of past assigned parking mitigation and has not made an annual determination on the number of publicly-owned parking spaces that are available for use as parking mitigation in C-1, C-4, and RF zones, as required by City code. As the City does not possess an old copy of the map of parking spots, this will require staff to create a new map of all publicly-owned parking. The City Code states that parking mitigation should be available on a first-come, first served basis, up to a maximum of 15 spaces per development until all spaces have been subscribed. It continues to say that the City may make additional spaces available or suspend the availability of parking mitigation.

In the past there have been cases where the City agreed to let businesses mitigate their parking requirements by using City ROW for their needed parking – in return it was the applicant's responsibility to improve the ROW for purpose of parking. (Ex: The City agreed to let Water Street Hotel & Marina mitigate 36 parking spots by improving City ROW along Avenue I) Internal memory is an issue with COA records – many files and documents were lost after Hurricane Michael due to flooding. Current staff is not able to locate the map with noted parking mitigation on it as mentioned by former staff.

City staff is tasked with 2 maps, one likely requiring an engineer opinion. The first map is a map of the C-1, C-4, and RF zones showing all public parking and the number of available spots. This is in progress but currently, staff is aware of current public parking as well as upcoming public parking at the old VFD location. The VFD location is slated for demolition soon via CDBG funding and is in the engineering stage currently. Attached is a very preliminary idea on how many public parking spots are going to be available, 26, subject to change. The City is also applying for legislative appropriations and a DEO RIF grant for a previous parking lot where Avenue H would continue if paved – if funded, this project would provide 37 standard spots and 2 handicap spots with access from Water Street. The estimated project cost is \$270,026.04 – if this were broken down into price per spot this would cost roughly \$6,923.74 with no acquisition costs as this is City owned property or lighting factored in. The City is actively working on creating and applying for funding for public parking, but the costs is high as previous parking is a priority for the City due to stormwater drainage issues.

The second map eventually needed would contain any ROW or City owned property in the C-1, C-4, and RF zones that could potentially be improved for more parking either through APMF funding or for future grant opportunities. In the past, the City has allowed business owners to improve ROW for their own parking use if they paid for the improvement costs.

Once the map is completed, or while it is still in progress, the City could consider an ordinance amendment for parking mitigation. Discussion topics/suggestions below:

Possible Discussion Topics:	Comments:
Parking Mitigation Pricing	<ul style="list-style-type: none"><li>• Q: Does the City Commission want to explore changing the \$5,000 per parking spot fee for parking mitigation?</li><li>• Q: Does the City Commission want to continue with a pay-for-mitigation approach? It is not uncommon for City's to go this approach with new or expanded development.</li><li>• If the City were to continue with the cost for true new construction development, will this continue to apply to existing buildings expanding uses?</li><li>• Options:<ul style="list-style-type: none"><li>○ City Commission discuss the \$5,000 fee and if it should be lowered, raised, consistent, or explore other methods.</li><li>○ Q: Does this place a burden on local entrepreneurs renting their business space and intensifying the use from a former use?</li><li>○ Other methods could include a certain % of no cost mitigation 'allowance' to go towards parking requirements, a scaled pay</li></ul></li></ul>

	<p>scale for parking mitigation that would go up with the # of spots being mitigated with a capped \$\$ amount, other methods?</p> <ul style="list-style-type: none"> <li>Please see attached engineer quotes on the cost of a parking spot that is pervious vs. impervious. The averages are higher than \$5,000 when all of the elements noted in Ordinance 2018-02 are accounted for: acquisition, design, drainage, etc.</li> </ul>
Parking Mitigation Ownership	<ul style="list-style-type: none"> <li>The question has been raised on who claims the parking mitigation – the property owner or the business owner?</li> <li>Many businesses rent their space in downtown and the building owner may not be willing to pay the parking mitigation fee for an expanded/intensified use.</li> <li>This needs to be clear, but the current code states that the owner of the principal building, structure, or use shall deposit the funds. This leaves some wiggle room on what/who the mitigation is attached to.</li> <li>If the City allows for the actual businesses to buy into the parking mitigation plan, then it is possible that if the business ever moves to a different location then they could “carry” their allocated spots with them. Or if the business moves to a location with adequate parking or closes indefinitely, that a refund for the parking mitigation could be requested. If this is not an option, the City code needs to be clear on “ownership” of the parking mitigation.</li> <li>Staff opinion is that parking mitigation should be tied to property addresses and not specific businesses. If a business is renting space, then the burden of parking mitigation would ultimately fall on the property owner to provide parking and once they have it then it should not be an issue again unless the use continues to expand. If the property owner wants to rent the space as an expanded use, then expanded parking would also need to be supplied in some form.</li> </ul>
Increased/Decreased Density	<ul style="list-style-type: none"> <li>A local business owner asked “What happens to assigned parking spots for decreased density? (Ex: a restaurant becomes a retail store or office). <ul style="list-style-type: none"> <li>Our current code does not speak to this situation. The assumption would be that they then have excess parking, which is a good thing, but doesn’t grant the business a right to a refund for parking mitigation, etc.</li> <li>The decreased business would have the option of aiding another local business in selling or giving the right to any unneeded parking spots to help another meet their parking requirement, which has been done in the past. This can only happen if the original business is in good standing with the parking requirements and truly has excess parking space – however, if the original business were to ever expand in use again then they would find themselves also having to find a way to remedy their parking.</li> </ul> </li> <li>Increased Density – City code states that ‘an allowable commercial use of an existing building upon adoption of Ord 91-7 adopted Dec 3, 1991 may use on-street parking as part of its required parking. An increase in the intensity of use of an existing building after the adoption of Ord 91-7 must comply with the parking requirements as provided in subsection (i)(2).’ (Ex: retail becomes a bar or marina, or bar becomes retail space) <ul style="list-style-type: none"> <li>Q: What defines an increase in the intensity? Staff has been tracking this by comparing parking requirements, but should one category be more “intense” than the others?</li> <li>Retail is a very walkable category with many shoppers visiting several, while marinas and dining/drinking establishments are a</li> </ul> </li> </ul>

	little more directed and people are likely visiting that one location at a time. The code is not clear on how this is defined or who defines it.
Golf Carts	<ul style="list-style-type: none"> <li>• Golf Cart parking could be acknowledged in some form as we are golf cart friendly and golf cart parking spots are often smaller than car spots.</li> <li>• Potential issues could involve cars attempting to park in golf cart parking even with signage in place. Golf cart sizes also vary.</li> <li>• Current City Code states that golf carts must comply with all applicable local and state traffic laws and may be ticketed for traffic violations in the same manner as a motor vehicle.</li> </ul>
Current Parking Requirements (listed above)	<ul style="list-style-type: none"> <li>• Does the City Commission want to explore updating these parking requirements?</li> <li>• Does the City Commission want these to be more lenient or strict towards existing buildings or new developments?</li> <li>• Some municipalities keep these vague on purpose and some go into detail.</li> <li>• Questions regarding why there is 1:1 requirement for wet boat slips have come up in prior P&amp;Z meetings. Comments about transient boat slips being a different category have been made.</li> <li>• Restaurants/Bar parking is only evaluated based on barstools and tables – it leaves room for interpretation when it comes to headcount on the tables. Moving this to a square footage allocation could be discussed.</li> </ul>
Building Occupancy Rates	<ul style="list-style-type: none"> <li>• This is not discussed in the City code in relation to parking requirements, but it could be if the commission wants to look into this route.</li> <li>• It would likely increase the parking requirements from the current standard, as several local businesses in the C-1 zone don't have many tables/chairs to count, but standing room is plentiful.</li> </ul>

**Note:** During the Traffic Workshop in 9/27 the idea of eliminated parking on one side of the street on Commerce for safety was discussed – we need to include something in any potential amendments that would give business owners losing any on-street parking spots credit through the parking mitigation map for any spots lost.

#### **Attachments:**

- New Business Checklist
- Updated Business Licenses with Link to parking Requirements on Back
- # of Parking Spots Provided by CDBG-Riverfront revitalization project at old Volunteer Fire Department location
- Quote for Avenue H Parking Lot (Appropriations Requested)
- HALFF Parking Cost Analysis including acquisition
- CDG Parking Cost Analysis including acquisition
- Dewberry Parking Cost Analysis not including acquisition
- Sec. 111-288(i) & Sec. 111-294 (Municode)
- Ordinance 2018-02
- Documents from Former Staff:
  - Workshop Notes leading to Ordinance 2018-02
  - Parking Needs Analysis (Needs updates to evaluate current parking situation.)
  - 2017 Downtown Vacant Parcel Map (Also needs to be updated to current situation.)
- Email from Commissioner Grove on Former Staff projects

**\* There will likely be more information on handouts at the meeting as staff is working on putting together a map of current public parking spots and upcoming parking spots. If handouts are available, enough copies will be made for citizens, commissioners, and staff. \***

## Code Examples:

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- St. Augustine -  
[https://library.municode.com/fl/st.\\_augustine/codes/code\\_of\\_ordinances?nodeId=PTIICOOR\\_CH28ZO\\_ARTIVSURE\\_DIV2OREPALO\\_S28-373REOREPA](https://library.municode.com/fl/st._augustine/codes/code_of_ordinances?nodeId=PTIICOOR_CH28ZO_ARTIVSURE_DIV2OREPALO_S28-373REOREPA)
- Port St Joe -  
[https://library.municode.com/fl/port\\_st.\\_joe/codes/code\\_of\\_ordinances?nodeId=PTIILADERECO\\_ARTVII\\_COCODE\\_S7.13PRFAARM](https://library.municode.com/fl/port_st._joe/codes/code_of_ordinances?nodeId=PTIILADERECO_ARTVII_COCODE_S7.13PRFAARM)
- Ft. Lauderdale (Parking fee schedule/calculator) -  
<https://www.fortlauderdale.gov/government/departments-a-h/development-services/dsd-fee-schedules/park-impact-fee-calculator>
- Key West, FL -  
[https://library.municode.com/fl/key\\_west/codes/code\\_of\\_ordinances?nodeId=SPBLADERE\\_CH108PLDE\\_ARTVIIIOREPALO\\_DIV2RERESP\\_SDIINGE\\_S108-572SCOREPAREUSGE](https://library.municode.com/fl/key_west/codes/code_of_ordinances?nodeId=SPBLADERE_CH108PLDE_ARTVIIIOREPALO_DIV2RERESP_SDIINGE_S108-572SCOREPAREUSGE)
  - Key West specifies 'historic commercial pedestrian oriented areas' which have separate parking requirements from the standard. In these areas they do not require additional off-street parking for change of existing commercial pedestrian uses. However, if additional floor space is added or another non-residential floor is added. They also go into detail on how to compute the parking spots.
  - Q: Should COA establish a pedestrian oriented area with limited requirements? Should certain business types in that area still be required to provide parking? (ex: marinas, hotels, restaurants, etc.)
- Sarasota, FL -  
[https://library.municode.com/fl/sarasota/codes/zoning?nodeId=ARTVIIREGEAP\\_DIV2OREPALO\\_SVII-203GEPARE](https://library.municode.com/fl/sarasota/codes/zoning?nodeId=ARTVIIREGEAP_DIV2OREPALO_SVII-203GEPARE)



192 Coach Wagoner Blvd.  
Apalachicola, FL 32320  
850-653-9319/850-653-2205 (Fax)

## **NEW BUSINESS CHECKLIST**

- ✓ **Zoning:** Is your location properly zoned for your business?
  - Questions? Contact the City Planner.
- ✓ **Signs:** Have you applied for P&Z approval and a permit for installation of a sign?
  - Questions? Contact the City Planner.
- ✓ **Sidewalks:** Have you obtained a sidewalk permit to place items or do business on a City sidewalk?
  - Questions? Contact the City Code Enforcement Officer.
- ✓ **Parking:** Does your business meet City parking requirements? Do you have a parking plan?
  - Questions? Contact the City Planner.
- ✓ **Building Permits:** Do you need building permits for any new work on the site?
  - Questions? Contact the City Permitting Clerk.
- ✓ **Business License:** Have you obtained a City of Apalachicola Business License?
  - Questions? Contact the Front Office in City Hall.

- City Planner – Bree Robinson [brobinson@cityofapalachicola.com](mailto:brobinson@cityofapalachicola.com) (850)323-0985
- Code Enforcement Officer – PJ Erwin [perwin@cityofapalachicola.com](mailto:perwin@cityofapalachicola.com) (850)653-8222
- Permitting Clerk – Ron Nippe [rnippe@cityofapalachicola.com](mailto:rnippe@cityofapalachicola.com) (850)653-7592
- City Manager – Travis Wade [twade@cityofapalachicola.com](mailto:twade@cityofapalachicola.com) (850)653-9319

**This is a basic checklist to help you navigate opening your business in City of Apalachicola!**

**It is not all inclusive – please use this as a guide and contact City staff with any questions you may have. Any changes to current buildings may require a building permit and/or change of use permit. No person or corporation shall engage or manage a business, profession, or occupation within the City of Apalachicola without obtaining a Business License.**



192 Coach Waggoner Blvd.  
Apalachicola, FL 32320  
850-653-9319/850-653-2205 (Fax)

## BUSINESS TAX LICENSE APPLICATION

Date: \_\_\_\_\_

BUSINESS NAME: \_\_\_\_\_

\_\_\_\_\_ PHONE: (     ) \_\_\_\_\_

BUSINESS LOCATION ADDRESS: \_\_\_\_\_

BUSINESS MAILING ADDRESS: \_\_\_\_\_

BUSINESS CONTACT NAME: \_\_\_\_\_

BUSINESS EMAIL ADDRESS: \_\_\_\_\_

BUSINESS EIN/FID#: \_\_\_\_\_ ZONING FOR BUSINESS PROPERTY: \_\_\_\_\_

TYPE OF BUSINESS, PROFESSION, OR OCCUPATION: \_\_\_\_\_

STATE CONTRACTORS LICENSE NUMBER(S): \_\_\_\_\_

(If Contractor- Indicate all that apply: Electrical, Roofing, Plumbing, Residential Contractor, Commercial/General Contractor)

AMOUNT OF INVENTORY (If Merchant): \$ \_\_\_\_\_

NUMBER OF TABLES & CHAIRS/If Restaurant: Inside: \_\_\_\_\_ Outside: \_\_\_\_\_

NUMBER OF ONSITE PARKING SPACES: \_\_\_\_\_ (Attach Site Plan showing location, spaces & sizes)

NUMBER OF ROOMS FOR RENTAL: \_\_\_\_\_ Does business front on City Sidewalk: \_\_\_\_ Yes \_\_\_\_ No

**Any changes to current buildings may require a building permit and/or change of use permit. No person or corporation shall engage or manage a business, profession, or occupation within the City of Apalachicola without obtaining a Business License.**

SIGNATURE: \_\_\_\_\_

### **OFFICE ONLY:**

Permit #: \_\_\_\_\_

Amount \$: \_\_\_\_\_

SUBJECT	POINT PERSON	FORM – NEXT STEPS
AIRBNB's, RENTALS, ETC.	City Planner	Call/Meeting
AIR CONDITIONING, ELECTRICAL, PLUMBING	Building Inspector	Building Permit
BUILDING PERMIT	Building Inspector	Building Permit
FOOD TRUCK	Code Enforcement-> City Planner	Business License/Food Truck Permit/Zoning
NEW DEVELOPMENT	City Planner	P&Z Application
SIDEWALK PERMIT	Code Enforcement	Sidewalk Application
SIGNS	City Planner	P&Z Application
ZONING	City Planner	P&Z Application
PARKING	City Planner	Parking Plan

Building Official: (850) 653-5614 [buildingdept@cityofapalachicola.com](mailto:buildingdept@cityofapalachicola.com)

Bree Robinson, City Planner: (850) 323-0985 [brobinson@cityofapalachicola.com](mailto:brobinson@cityofapalachicola.com)

PJ Erwin, Code Enforcement Officer: (850) 653-8222 [perwin@cityofapalachicola.com](mailto:perwin@cityofapalachicola.com)

## FORMS:

Planning & Zoning Application: <https://www.cityofapalachicola.com/wp-content/uploads/2022/11/Planning-Zoning-Application-2023.pdf>

## Operating a Food Truck:

[https://library.municode.com/fl/apalachicola/codes/code\\_of\\_ordinances?nodeId=PTIICO\\_CH22LIBURE\\_ARTVPUFOES](https://library.municode.com/fl/apalachicola/codes/code_of_ordinances?nodeId=PTIICO_CH22LIBURE_ARTVPUFOES)

Someone seeking to operate a food truck in the City of Apalachicola does not need a business license. Florida legislation, Section 509.102, effective July 1, 2020, allows mobile food trucks to operate throughout Florida without the need to acquire any additional licensing, business tax receipt, or permit beyond a State license (Mobile Food Service) from the [Department of Business and Professional Regulation \(DBPR\), Division of Hotels and Restaurants](#). The DBPR call center can be reached at (850) 487-1395 or through their email correspondence portal at <http://www.myfloridalicense.com/contactus/>.

While there are no fees or registrations required for mobile food vending within the City, Mobile food trucks are welcome in Apalachicola for the enjoyment of our residents and visitors. There are no fees or registrations required for mobile food vending within the City; however, our local codes, Part II, Ch. 22, Article VI, Sec. 22.151-159, must be observed to ensure the safety and welfare of all.

[https://library.municode.com/fl/apalachicola/codes/code\\_of\\_ordinances?nodeId=PTIICO\\_CH22LIBURE\\_ARTVIMOFODIVE](https://library.municode.com/fl/apalachicola/codes/code_of_ordinances?nodeId=PTIICO_CH22LIBURE_ARTVIMOFODIVE)

## Displaying a Sign:

[https://library.municode.com/fl/apalachicola/codes/code\\_of\\_ordinances?nodeId=SPBLADECO\\_CH113SIRE](https://library.municode.com/fl/apalachicola/codes/code_of_ordinances?nodeId=SPBLADECO_CH113SIRE)

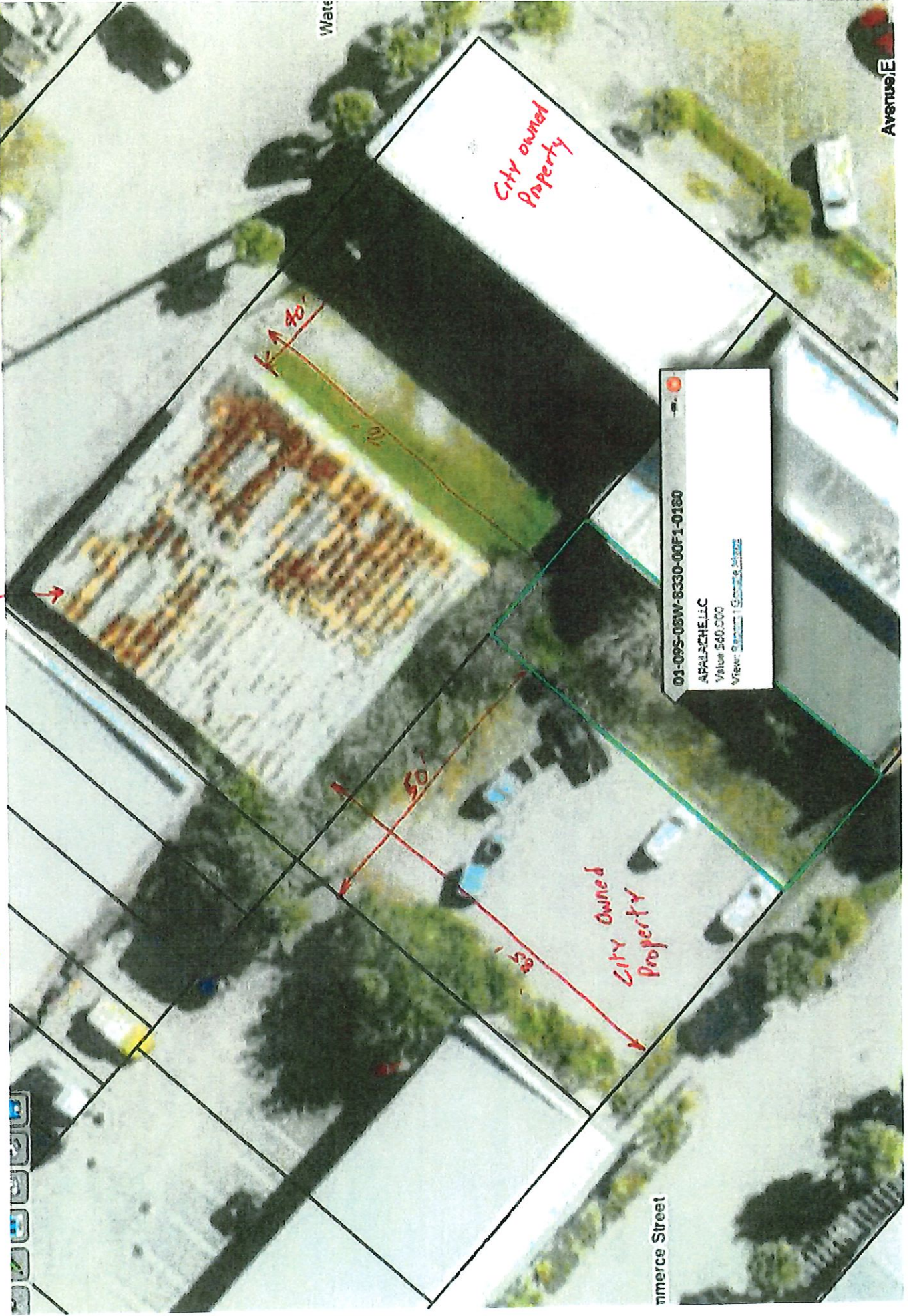
Sidewalk Permit: <https://www.cityofapalachicola.com/wp-content/uploads/2023/05/Sidewalk-Application-Form.pdf>

## Parking:

[https://library.municode.com/fl/apalachicola/codes/code\\_of\\_ordinances?nodeId=SPBLADECO\\_CH111LAUS\\_ARTIIIZO\\_DIV4SURE\\_S111-288INGE](https://library.municode.com/fl/apalachicola/codes/code_of_ordinances?nodeId=SPBLADECO_CH111LAUS_ARTIIIZO_DIV4SURE_S111-288INGE) (i) – Parking requirements must be met for any new businesses or developments before issuance of a business license. City of Apalachicola does offer some options for parking mitigation in the event that parking is unavailable. Please reach out to the City Planner for more information on this.

1/2

Fire Station - 60 x 60 (I want would like the concrete stop for Golf cart, bike & medical parking)

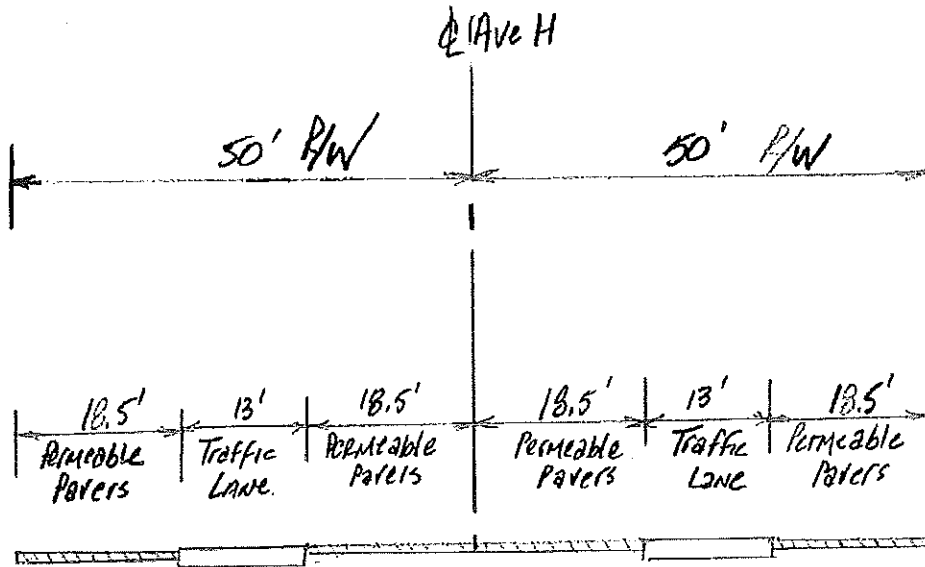


2/2



25 Spaces total

+ bike, cart, + handicap Parking



### TYPICAL SECTION

SF Area on AVE H between Water and Commerce Streets:

$$160' \times 100' = 16,000 \text{ SF}$$

45° Angular Parking requires a Parking Space opening of 12.7' and a depth of 18.5' (see sheet 2 of 3)

Access to this Parking Area is from Water Street with No Connection to Commerce Street.

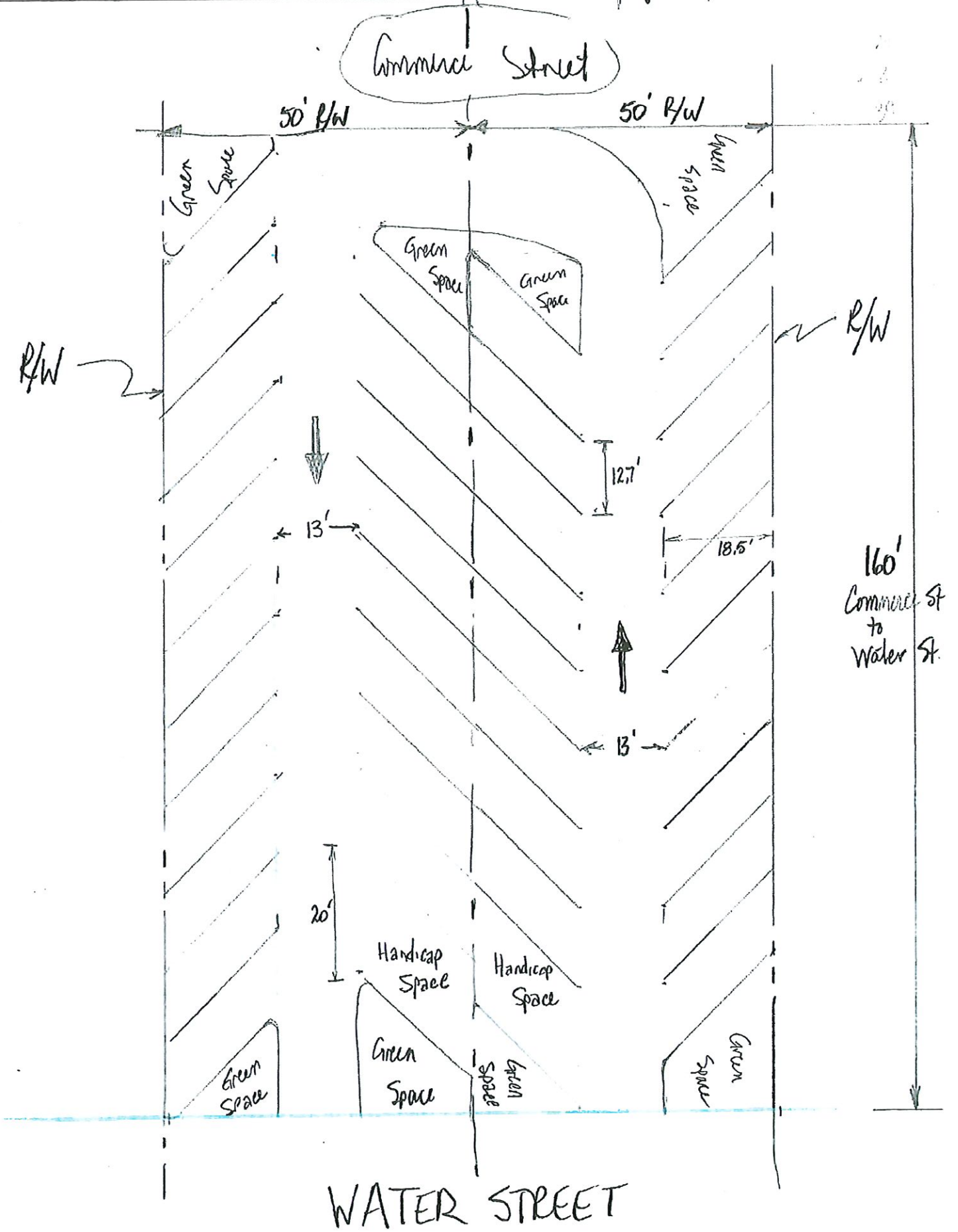
Total Parking Spaces: 2 Handicap Spaces  
37 Standard Spaces

39 Total (see sheet 2 of 3)



HALFF

Checked by	D. Bricker	Date		Dept.		Sheet No.	2/3
For	COA - Ave H Parking (45° Parking Spaces)						



# **PARKING LOT COST ESTIMATE (PERVIOUS PAVERS)**

45 Degree Parking in Avenue H between Water and Commerce Streets

39 PARKING SPACES TOTAL : 2 HANDICAPPED AND 37 STANDARD SPACES

October 9, 2023

PAY ITEM NO.	PAY ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	PAY ITEM AMOUNT
	MOBILIZATION	1.0	LS	\$12,500.00	\$12,500.00
	MAINTENANCE OF TRAFFIC	1.0	LS	\$1,000.00	\$1,000.00
	CLEARING AND GRUBBING	0.4	AC	\$15,000.00	\$6,000.00
	REGULAR EXCAVATION (0.5' OF CLEARED SURFACE)	900.0	CY	\$8.00	\$7,200.00
	TYPE B STABILIZATION (UNDER ONE WAY TRAFFIC LANE)	465.0	SY	\$3.50	\$1,627.50
	OPTIONAL BASE GROUP (UNDER TRAFFIC LANES)	465.0	SY	\$20.00	\$9,300.00
	SUPERPAVE ASPHALT CONCRETE (2" THICKNESS)	52.0	TN	\$150.00	\$7,800.00
	ASPHALT FINAL FRICTION COURSE (1" THICKNESS)	26.0	TN	\$180.00	\$4,680.00
	CONCRETE VALLEY GUTTER	0.0	LF	\$25.00	\$0.00
	PERVIOUS PAVERS (INCLUDES PAVERS AND FILL FOR VOIDS)	9800.0	SF	\$14.00	\$137,200.00
	PARKING BLOCKS (CONCRETE)	39.0	EA	\$75.00	\$2,925.00
	CONCRETE SIDEWALK (4" THICK BY 5' WIDE)	0.0	SY	\$110.00	\$0.00
	PERFORMANCE TURF (SOD)	85.0	SY	\$3.00	\$255.00
	LANDSCAPING	1.0	LS	\$2,500.00	\$2,500.00
	STRIPING	1200.0	LF	\$5.00	\$6,000.00
				<b>SUBTOTAL</b>	\$198,987.50
				15% CONTINGENCY	\$29,848.13
				<b>CONSTRUCTION ESTIMATE</b>	\$228,835.63
				SURVEY, DESIGN & CEI	\$41,190.41
				<b>TOTAL</b>	<b>\$270,026.04</b>
	<b>COST PER PARKING SPOT (39 SPACE LOT)</b>	<b>\$6,923.74</b>			

## Parking Space Costs for Apalachicola

David Snyder

Wed 10/25/2023 2:50 PM

To:Bree Robinson

📎 2 attachments (1 MB)

Parking Lot Summary and Detail Spreadsheets.pdf; Parking Lot Layout 90 and 45 Degree spaces.pdf;

Hey Bree --

I've finished the task to develop a "Cost per Parking Space" for Apalachicola. As shown on the Parking Lot Summary sheet in the first PDF, I looked at 90 degree parking areas (Options A-1 thru A-6) and 45 degree parking areas (Options B-1 thru B-6) using both a pervious paver surface and an asphalt paved surface for the parking lot. As suspected, Option B-4 the 45 Degree Parking using Asphalt Paving and constructed on City Owned Property, which will provide a total of 39 parking spaces in the 16,000 SF lot, was the least costly option at \$5,956.50 per parking space.

I broke down these Options to reflect parking lots constructed on City Owned Property, Private Owned Undeveloped Property and Private Owned Developed Property to give a Land Acquisition price in the spreadsheets for each Option, as requested. There are also costs for Design and Engineering, Permitting and Mitigation, Legal Costs and Internal Overhead Costs in each spreadsheet. Look these over and give me a call if you have any questions. The cost I used for undeveloped property \$4/SF (\$175K+/- per acre) and for developed property \$11/SF (\$480K+/- per acre) are my best estimate based on a cursory review of property values in the area. I have structured my excel spreadsheets to be easily revised if these property values (or any other items) need to be adjusted.

The second attached PDF is a sketch that I provided for Travis a few weeks ago that shows a rough layout and typical section for the 90 degree and 45 degree parking lots, I case you haven't seen it.

We have the manpower and expertise here at Halff to provide you with an engineered design and plans for any parking area that you may need in Apalachicola. (I need to put a plug in for the company!!!)

Let me know if you need anything else.

Thanks

Dave



**David Snyder, PE**  
*Senior Project Manager*

**Halff**

We improve lives and communities  
by turning ideas into reality.

# PARKING LOT SUMMARY

Option A (1 thru 6) are all using 90 Degree Parking layout

Option B (1 thru 6) are all using 45 Degree Parking layout

	Total Cost	# of Spaces	Cost/Space
Option A-1 90 Degree Parking, Pervious Pavers, City Owned Property	\$257,162.95	34	\$7,563.62
Option A-2 90 Degree Parking, Pervious Pavers, Private Undeveloped Property	\$300,468.84	34	\$8,837.32
Option A-3 90 Degree Parking, Pervious Pavers, Private Developed Property	\$423,098.34	34	\$12,444.07
Option A-4 90 Degree Parking, Asphalt Paving, City Owned Property	\$231,749.08	34	\$6,816.15
Option A-5 90 Degree Parking, Asphalt Paving, Private Undeveloped Property	\$275,054.97	34	\$8,089.85
Option A-6 90 Degree Parking, Asphalt Paving, Private Developed Property	\$397,684.47	34	\$11,696.60
Option B-1 45 Degree Parking, Pervious Pavers, City Owned Property	\$297,848.05	39	\$7,637.13
Option B-2 45 Degree Parking, Pervious Pavers, Private Undeveloped Property	\$369,605.05	39	\$9,477.05
Option B-3 45 Degree Parking, Pervious Pavers, Private Developed Property	\$492,234.55	39	\$12,621.40
Option B-4 45 Degree Parking, Asphalt Paving, City Owned Property	\$232,303.33	39	\$5,956.50
Option B-5 45 Degree Parking, Asphalt Paving, Private Undeveloped Property	\$263,785.37	39	\$6,763.73
Option B-6 45 Degree Parking, Asphalt Paving, Private Developed Property	\$386,414.87	39	\$9,908.07

# OPTION A - 1

## PARKING LOT COST ESTIMATE (PERVIOUS PAVERS)

90 Degree Parking in Avenue H between Water and Commerce Streets (16,000 SF of City Owned Property)

34 PARKING SPACES TOTAL : 2 HANDICAPPED AND 32 STANDARD SPACES

October 25, 2023

PAY ITEM NO.	PAY ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	PAY ITEM AMOUNT
	<b>CONSTRUCTION COSTS</b>				
	MOBILIZATION	1.0	LS	\$12,500.00	\$12,500.00
	MAINTENANCE OF TRAFFIC	1.0	LS	\$1,000.00	\$1,000.00
	CLEARING AND GRUBBING	0.4	AC	\$15,000.00	\$6,000.00
	REGULAR EXCAVATION (0.5' OF CLEARED SURFACE)	900.0	CY	\$8.00	\$7,200.00
	TYPE B STABILIZATION (UNDER TRAFFIC LANES)	430.0	SY	\$3.50	\$1,505.00
	OPTIONAL BASE GROUP (UNDER TRAFFIC LANES)	430.0	SY	\$20.00	\$8,600.00
	SUPERPAVE ASPHALT CONCRETE (2" THICKNESS)	48.0	TN	\$150.00	\$7,200.00
	ASPHALT FINAL FRICTION COURSE (1" THICKNESS)	24.0	TN	\$180.00	\$4,320.00
	CONCRETE VALLEY GUTTER	320.0	LF	\$25.00	\$8,000.00
	PERVIOUS PAVERS (INCLUDES PAVERS AND FILL FOR VOIDS)	6100.0	SF	\$14.00	\$85,400.00
	PARKING BLOCKS (CONCRETE)	34.0	EA	\$75.00	\$2,550.00
	CONCRETE SIDEWALK (4" THICK BY 5' WIDE)	175.0	SY	\$110.00	\$19,250.00
	PERFORMANCE TURF (SOD)	145.0	SY	\$3.00	\$435.00
	LANDSCAPING	1.0	LS	\$2,500.00	\$2,500.00
	STRIPING	1000.0	LF	\$5.00	\$5,000.00
		<b>CONSTRUCTION COST SUBTOTAL</b>			<b>\$171,460.00</b>
		<b>15% CONTINGENCY</b>			<b>\$25,719.00</b>
		<b>CONSTRUCTION COST TOTAL</b>			<b>\$197,179.00</b>
	<b>LAND ACQUISITION - City owned property @ \$0/SF</b>	16,000	SF	\$0	\$0.00
	<b>DESIGN AND ENGINEERING - Including Drainage, Survey and CE&amp;I</b>	1	LS	\$39,435.80	\$39,435.80
	<b>PERMITTING AND MITIGATION</b>	1	LS	\$3,500	\$3,500.00
	<b>LEGAL COSTS</b>	1	LS	\$12,005.74	\$12,005.74
	<b>INTERNAL OVERHEAD COSTS</b>	1	LS	\$5,042.41	\$5,042.41
		<b>TOTAL</b>			<b>\$257,162.95</b>
	<b>COST PER PARKING SPOT (34 SPACE LOT)</b>	<b>\$7,563.62</b>			

**PARKING LOT COST ESTIMATE (PERVIOUS PAVERS)**

**34 PARKING SPACES TOTAL : 2 HANDICAPPED AND 32 STANDARD SPACES**

**October 25, 2023**

PAY ITEM NO.	PAY ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	PAY ITEM AMOUNT
	<b>CONSTRUCTION COSTS</b>				
	MOBILIZATION	1.0	LS	\$12,500.00	\$12,500.00
	MAINTENANCE OF TRAFFIC	1.0	LS	\$1,000.00	\$1,000.00
	CLEARING AND GRUBBING	0.4	AC	\$15,000.00	\$6,000.00
	REGULAR EXCAVATION (0.5' OF CLEARED SURFACE)	900.0	CY	\$8.00	\$7,200.00
	TYPE B STABILIZATION (UNDER TRAFFIC LANES)	430.0	SY	\$3.50	\$1,505.00
	OPTIONAL BASE GROUP (UNDER TRAFFIC LANES)	430.0	SY	\$20.00	\$8,600.00
	SUPERPAVE ASPHALT CONCRETE (2" THICKNESS)	48.0	TN	\$150.00	\$7,200.00
	ASPHALT FINAL FRICTION COURSE (1" THICKNESS)	24.0	TN	\$180.00	\$4,320.00
	CONCRETE VALLEY GUTTER	320.0	LF	\$25.00	\$8,000.00
	PERVIOUS PAVERS (INCLUDES PAVERS AND FILL FOR VOIDS)	6100.0	SF	\$14.00	\$85,400.00
	PARKING BLOCKS (CONCRETE)	34.0	EA	\$75.00	\$2,550.00
	CONCRETE SIDEWALK (4" THICK BY 5' WIDE)	0.0	SY	\$110.00	\$0.00
	PERFORMANCE TURF (SOD)	145.0	SY	\$3.00	\$435.00
	LANDSCAPING	1.0	LS	\$2,500.00	\$2,500.00
	STRIPING	1000.0	LF	\$5.00	\$5,000.00
		<b>CONSTRUCTION COST SUBTOTAL</b>			<b>\$152,210.00</b>
			<b>15% CONTINGENCY</b>		<b>\$22,831.50</b>
			<b>CONSTRUCTION COST TOTAL</b>		<b>\$175,041.50</b>
	<b>LAND ACQUISITION - Private Owned Undeveloped Property @ \$4/SF</b>	16,000	SF	\$4.00	\$64,000.00
	<b>DESIGN AND ENGINEERING - Including Drainage, Survey and CE&amp;I</b>	1	LS	\$35,008.30	\$35,008.30
	<b>PERMITTING AND MITIGATION</b>	1	LS	\$6,500.00	\$6,500.00
	<b>LEGAL COSTS</b>	1	LS	\$14,027.49	\$14,027.49
	<b>INTERNAL OVERHEAD COSTS</b>	1	LS	\$5,891.55	\$5,891.55
			<b>TOTAL</b>		<b>\$300,468.84</b>
	<b>COST PER PARKING SPOT (34 SPACE LOT)</b>	<b>\$8,837.32</b>			

# OPTION A -3

## PARKING LOT COST ESTIMATE (PERVIOUS PAVERS)

90 Degree Parking on 16,000 SF (100' x 160') of Private Owned Developed Property

34 PARKING SPACES TOTAL : 2 HANDICAPPED AND 32 STANDARD SPACES

October 25, 2023

PAY ITEM NO.	PAY ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	PAY ITEM AMOUNT
	<b>CONSTRUCTION COSTS</b>				
	MOBILIZATION	1.0	LS	\$12,500.00	\$12,500.00
	MAINTENANCE OF TRAFFIC	1.0	LS	\$1,000.00	\$1,000.00
	CLEARING AND GRUBBING	0.4	AC	\$15,000.00	\$6,000.00
	REGULAR EXCAVATION (0.5' OF CLEARED SURFACE)	900.0	CY	\$8.00	\$7,200.00
	TYPE B STABILIZATION (UNDER TRAFFIC LANES)	430.0	SY	\$3.50	\$1,505.00
	OPTIONAL BASE GROUP (UNDER TRAFFIC LANES)	430.0	SY	\$20.00	\$8,600.00
	SUPERPAVE ASPHALT CONCRETE (2" THICKNESS)	48.0	TN	\$150.00	\$7,200.00
	ASPHALT FINAL FRICTION COURSE (1" THICKNESS)	24.0	TN	\$180.00	\$4,320.00
	CONCRETE VALLEY GUTTER	320.0	LF	\$25.00	\$8,000.00
	PERVIOUS PAVERS (INCLUDES PAVERS AND FILL FOR VOIDS)	6100.0	SF	\$14.00	\$85,400.00
	PARKING BLOCKS (CONCRETE)	34.0	EA	\$75.00	\$2,550.00
	CONCRETE SIDEWALK (4" THICK BY 5' WIDE)	0.0	SY	\$110.00	\$0.00
	PERFORMANCE TURF (SOD)	145.0	SY	\$3.00	\$435.00
	LANDSCAPING	1.0	LS	\$2,500.00	\$2,500.00
	STRIPING	1000.0	LF	\$5.00	\$5,000.00
		<b>CONSTRUCTION COST SUBTOTAL</b>			<b>\$152,210.00</b>
			<b>15% CONTINGENCY</b>		<b>\$22,831.50</b>
			<b>CONSTRUCTION COST TOTAL</b>		<b>\$175,041.50</b>
	LAND ACQUISITION - Private Owned Developed Property @ \$11/SF	16,000	SF	\$11.00	\$176,000.00
	DESIGN AND ENGINEERING - Including Drainage, Survey and CE&I	1	LS	\$35,008.30	\$35,008.30
	PERMITTING AND MITIGATION	1	LS	\$9,000.00	\$9,000.00
	LEGAL COSTS	1	LS	\$19,752.49	\$19,752.49
	INTERNAL OVERHEAD COSTS	1	LS	\$8,296.05	\$8,296.05
			<b>TOTAL</b>		<b>\$423,098.34</b>
	<b>COST PER PARKING SPOT (34 SPACE LOT)</b>	<b>\$12,444.07</b>			

# OPTION A - 4

## PARKING LOT COST ESTIMATE (ASPHALT PAVING)

90 Degree Parking in Avenue H between Water and Commerce Streets (16,000 SF of City Owned Property)

34 PARKING SPACES TOTAL : 2 HANDICAPPED AND 32 STANDARD SPACES

October 25, 2023

PAY ITEM NO.	PAY ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	PAY ITEM AMOUNT
	CONSTRUCTION COSTS				
	MOBILIZATION	1.0	LS	\$12,500.00	\$12,500.00
	MAINTENANCE OF TRAFFIC	1.0	LS	\$1,000.00	\$1,000.00
	CLEARING AND GRUBBING	0.4	AC	\$15,000.00	\$6,000.00
	REGULAR EXCAVATION (0.5' OF CLEARED SURFACE)	900.0	CY	\$8.00	\$7,200.00
	TYPE B STABILIZATION (UNDER PARKING SPACES AND TRAFFIC LANES)	1780.0	SY	\$3.50	\$6,230.00
	OPTIONAL BASE GROUP (UNDER PARKING SPACES AND TRAFFIC LANES)	1780.0	SY	\$20.00	\$35,600.00
	SUPERPAVE ASPHALT CONCRETE (2" THICKNESS)	200.0	TN	\$150.00	\$30,000.00
	ASPHALT FINAL FRICTION COURSE (1" THICKNESS, TRAFFIC LANES)	100.0	TN	\$180.00	\$18,000.00
	CONCRETE VALLEY GUTTER	320.0	LF	\$25.00	\$8,000.00
	PARKING BLOCKS (CONCRETE)	34.0	EA	\$75.00	\$2,550.00
	CONCRETE SIDEWALK (4" THICK BY 5' WIDE)	175.0	SY	\$110.00	\$19,250.00
	PERFORMANCE TURF (SOD)	145.0	SY	\$3.00	\$435.00
	LANDSCAPING	1.0	LS	\$2,500.00	\$2,500.00
	STRIPING	1000.0	LF	\$5.00	\$5,000.00
				CONSTRUCTION COST SUBTOTAL	\$154,265.00
				15% CONTINGENCY	\$23,139.75
				CONSTRUCTION COST TOTAL	\$177,404.75
	LAND ACQUISITION - City owned property @ \$0/SF	16,000	SF	\$0	\$0.00
	DESIGN AND ENGINEERING - Including Drainage, Survey and CE&I	1	LS	\$35,480.95	\$35,480.95
	PERMITTING AND MITIGATION	1	LS	\$3,500.00	\$3,500.00
	LEGAL COSTS	1	LS	\$10,819.29	\$10,819.29
	INTERNAL OVERHEAD COSTS	1	LS	\$4,544.10	\$4,544.10
				TOTAL	\$231,749.08
	COST PER PARKING SPOT (34 SPACE LOT)	\$6,816.15			

# OPTION A - 5

## PARKING LOT COST ESTIMATE (ASPHALT PAVING)

90 Degree Parking on 16,000 SF (100' x 160') of Private Owned Undeveloped Property)

34 PARKING SPACES TOTAL : 2 HANDICAPPED AND 32 STANDARD SPACES

October 25, 2023

PAY ITEM NO.	PAY ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	PAY ITEM AMOUNT
	<b>CONSTRUCTION COSTS</b>				
	MOBILIZATION	1.0	LS	\$12,500.00	\$12,500.00
	MAINTENANCE OF TRAFFIC	1.0	LS	\$1,000.00	\$1,000.00
	CLEARING AND GRUBBING	0.4	AC	\$15,000.00	\$6,000.00
	REGULAR EXCAVATION (0.5' OF CLEARED SURFACE)	900.0	CY	\$8.00	\$7,200.00
	TYPE B STABILIZATION (UNDER PARKING SPACES AND TRAFFIC LANES)	1780.0	SY	\$3.50	\$6,230.00
	OPTIONAL BASE GROUP (UNDER PARKING SPACES AND TRAFFIC LANES)	1780.0	SY	\$20.00	\$35,600.00
	SUPERPAVE ASPHALT CONCRETE (2" THICKNESS)	200.0	TN	\$150.00	\$30,000.00
	ASPHALT FINAL FRICTION COURSE (1" THICKNESS, TRAFFIC LANES)	100.0	TN	\$180.00	\$18,000.00
	CONCRETE VALLEY GUTTER	320.0	LF	\$25.00	\$8,000.00
	PARKING BLOCKS (CONCRETE)	34.0	EA	\$75.00	\$2,550.00
	CONCRETE SIDEWALK (4" THICK BY 5' WIDE)	0.0	SY	\$110.00	\$0.00
	PERFORMANCE TURF (SOD)	145.0	SY	\$3.00	\$435.00
	LANDSCAPING	1.0	LS	\$2,500.00	\$2,500.00
	STRIPING	1000.0	LF	\$5.00	\$5,000.00
				<b>CONSTRUCTION COST SUBTOTAL</b>	<b>\$135,015.00</b>
				<b>15% CONTINGENCY</b>	<b>\$20,252.25</b>
				<b>CONSTRUCTION COST TOTAL</b>	<b>\$155,267.25</b>
	LAND ACQUISITION - Private Owned Undeveloped Property @ \$4/SF	16,000	SF	\$4.00	\$64,000.00
	DESIGN AND ENGINEERING - Including Drainage, Survey and CE&I	1	LS	\$31,053.45	\$31,053.45
	PERMITTING AND MITIGATION	1	LS	\$3,500	\$6,500.00
	LEGAL COSTS	1	LS	\$12,841.04	\$12,841.04
	INTERNAL OVERHEAD COSTS	1	LS	\$5,393.23	\$5,393.23
				<b>TOTAL</b>	<b>\$275,054.97</b>
	<b>COST PER PARKING SPOT (34 SPACE LOT)</b>	<b>\$8,089.85</b>			

# OPTION A - 6

## PARKING LOT COST ESTIMATE (ASPHALT PAVING)

90 Degree Parking on 16,000 SF (100' x 160') of Private Owned Developed Property)

34 PARKING SPACES TOTAL : 2 HANDICAPPED AND 32 STANDARD SPACES

October 25, 2023

PAY ITEM NO.	PAY ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	PAY ITEM AMOUNT
	<b>CONSTRUCTION COSTS</b>				
	MOBILIZATION	1.0	LS	\$12,500.00	\$12,500.00
	MAINTENANCE OF TRAFFIC	1.0	LS	\$1,000.00	\$1,000.00
	CLEARING AND GRUBBING	0.4	AC	\$15,000.00	\$6,000.00
	REGULAR EXCAVATION (0.5' OF CLEARED SURFACE)	900.0	CY	\$8.00	\$7,200.00
	TYPE B STABILIZATION (UNDER PARKING SPACES AND TRAFFIC LANES)	1780.0	SY	\$3.50	\$6,230.00
	OPTIONAL BASE GROUP (UNDER PARKING SPACES AND TRAFFIC LANES)	1780.0	SY	\$20.00	\$35,600.00
	SUPERPAVE ASPHALT CONCRETE (2" THICKNESS)	200.0	TN	\$150.00	\$30,000.00
	ASPHALT FINAL FRICTION COURSE (1" THICKNESS, TRAFFIC LANES)	100.0	TN	\$180.00	\$18,000.00
	CONCRETE VALLEY GUTTER	320.0	LF	\$25.00	\$8,000.00
	PARKING BLOCKS (CONCRETE)	34.0	EA	\$75.00	\$2,550.00
	CONCRETE SIDEWALK (4" THICK BY 5' WIDE)	0.0	SY	\$110.00	\$0.00
	PERFORMANCE TURF (SOD)	145.0	SY	\$3.00	\$435.00
	LANDSCAPING	1.0	LS	\$2,500.00	\$2,500.00
	STRIPING	1000.0	LF	\$5.00	\$5,000.00
				<b>CONSTRUCTION COST SUBTOTAL</b>	<b>\$135,015.00</b>
				<b>15% CONTINGENCY</b>	<b>\$20,252.25</b>
				<b>CONSTRUCTION COST TOTAL</b>	<b>\$155,267.25</b>
	LAND ACQUISITION - Private Owned Developed Property @ \$11/SF	16,000	SF	\$11.00	\$176,000.00
	DESIGN AND ENGINEERING - Including Drainage, Survey and CE&I	1	LS	\$31,053.45	\$31,053.45
	PERMITTING AND MITIGATION	1	LS	\$9,000.00	\$9,000.00
	LEGAL COSTS	1	LS	\$18,566.04	\$18,566.04
	INTERNAL OVERHEAD COSTS	1	LS	\$7,797.73	\$7,797.73
				<b>TOTAL</b>	<b>\$397,684.47</b>
	<b>COST PER PARKING SPOT (34 SPACE LOT)</b>	<b>\$11,696.60</b>			

# OPTION B-1

**PARKING LOT COST ESTIMATE (PERVIOUS PAVERS)**

45 Degree Parking in Avenue H between Water and Commerce Streets (16,000 SF of City Owned Property)

**39 PARKING SPACES TOTAL : 2 HANDICAPPED AND 37 STANDARD SPACES**

**October 25, 2023**

PAY ITEM NO.	PAY ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	PAY ITEM AMOUNT
	<b>CONSTRUCTION COSTS</b>				
	MOBILIZATION	1.0	LS	\$12,500.00	\$12,500.00
	MAINTENANCE OF TRAFFIC	1.0	LS	\$1,000.00	\$1,000.00
	CLEARING AND GRUBBING	0.4	AC	\$15,000.00	\$6,000.00
	REGULAR EXCAVATION (0.5' OF CLEARED SURFACE)	900.0	CY	\$8.00	\$7,200.00
	TYPE B STABILIZATION (UNDER ONE WAY TRAFFIC LANE)	465.0	SY	\$3.50	\$1,627.50
	OPTIONAL BASE GROUP (UNDER TRAFFIC LANES)	465.0	SY	\$20.00	\$9,300.00
	SUPERPAVE ASPHALT CONCRETE (2" THICKNESS)	52.0	TN	\$150.00	\$7,800.00
	ASPHALT FINAL FRICTION COURSE (1" THICKNESS)	26.0	TN	\$180.00	\$4,680.00
	CONCRETE VALLEY GUTTER	0.0	LF	\$25.00	\$0.00
	PERVIOUS PAVERS (INCLUDES PAVERS AND FILL FOR VOIDS)	9800.0	SF	\$14.00	\$137,200.00
	PARKING BLOCKS (CONCRETE)	39.0	EA	\$75.00	\$2,925.00
	CONCRETE SIDEWALK (4" THICK BY 5' WIDE)	0.0	SY	\$110.00	\$0.00
	PERFORMANCE TURF (SOD)	85.0	SY	\$3.00	\$255.00
	LANDSCAPING	1.0	LS	\$2,500.00	\$2,500.00
	STRIPING	1200.0	LF	\$5.00	\$6,000.00
				<b>CONSTRUCTION COST SUBTOTAL</b>	<b>\$198,987.50</b>
				<b>15% CONTINGENCY</b>	<b>\$29,848.13</b>
				<b>CONSTRUCTION COST TOTAL</b>	<b>\$228,835.63</b>
	<b>LAND ACQUISITION - City owned property @ \$0/SF</b>	16,000	SF	\$0	\$0.00
	<b>DESIGN AND ENGINEERING - Including Drainage, Survey and CE&amp;I</b>	1	LS	\$45,767.13	\$45,767.13
	<b>PERMITTING AND MITIGATION</b>	1	LS	\$3,500	\$3,500.00
	<b>LEGAL COSTS</b>	1	LS	\$13,905.14	\$13,905.14
	<b>INTERNAL OVERHEAD COSTS</b>	1	LS	\$5,840.16	\$5,840.16
				<b>TOTAL</b>	<b>\$297,848.05</b>
	<b>COST PER PARKING SPOT (39 SPACE LOT)</b>	<b>\$7,637.13</b>			

# OPTION B - 2

## PARKING LOT COST ESTIMATE (PERVIOUS PAVERS)

45 Degree Parking on 16,000 SF (100' x 160') of Private Owned Undeveloped Property

39 PARKING SPACES TOTAL : 2 HANDICAPPED AND 37 STANDARD SPACES

October 25, 2023

PAY ITEM NO.	PAY ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	PAY ITEM AMOUNT
	<b>CONSTRUCTION COSTS</b>				
	MOBILIZATION	1.0	LS	\$12,500.00	\$12,500.00
	MAINTENANCE OF TRAFFIC	1.0	LS	\$1,000.00	\$1,000.00
	CLEARING AND GRUBBING	0.4	AC	\$15,000.00	\$6,000.00
	REGULAR EXCAVATION (0.5' OF CLEARED SURFACE)	900.0	CY	\$8.00	\$7,200.00
	TYPE B STABILIZATION (UNDER ONE WAY TRAFFIC LANE)	465.0	SY	\$3.50	\$1,627.50
	OPTIONAL BASE GROUP (UNDER TRAFFIC LANES)	465.0	SY	\$20.00	\$9,300.00
	SUPERPAVE ASPHALT CONCRETE (2" THICKNESS)	52.0	TN	\$150.00	\$7,800.00
	ASPHALT FINAL FRICTION COURSE (1" THICKNESS)	26.0	TN	\$180.00	\$4,680.00
	CONCRETE VALLEY GUTTER	0.0	LF	\$25.00	\$0.00
	PERVIOUS PAVERS (INCLUDES PAVERS AND FILL FOR VOIDS)	9800.0	SF	\$14.00	\$137,200.00
	PARKING BLOCKS (CONCRETE)	39.0	EA	\$75.00	\$2,925.00
	CONCRETE SIDEWALK (4" THICK BY 5' WIDE)	0.0	SY	\$110.00	\$0.00
	PERFORMANCE TURF (SOD)	85.0	SY	\$3.00	\$255.00
	LANDSCAPING	1.0	LS	\$2,500.00	\$2,500.00
	STRIPING	1200.0	LF	\$5.00	\$6,000.00
		<b>CONSTRUCTION COST SUBTOTAL</b>			<b>\$198,987.50</b>
		<b>15% CONTINGENCY</b>			<b>\$29,848.13</b>
		<b>CONSTRUCTION COST TOTAL</b>			<b>\$228,835.63</b>
	<b>LAND ACQUISITION - Private Owned Undeveloped Property @ \$4/SF</b>	16,000	SF	\$4.00	\$64,000.00
	<b>DESIGN AND ENGINEERING - Including Drainage, Survey and CE&amp;I</b>	1	LS	\$45,767.13	\$45,767.13
	<b>PERMITTING AND MITIGATION</b>	1	LS	6500.00	\$6,500.00
	<b>LEGAL COSTS</b>	1	LS	\$17,255.14	\$17,255.14
	<b>INTERNAL OVERHEAD COSTS</b>	1	LS	\$7,247.16	\$7,247.16
		<b>TOTAL</b>			<b>\$369,605.05</b>
	<b>COST PER PARKING SPOT (39 SPACE LOT)</b>	<b>\$9,477.05</b>			

# OPTION B - 3

## PARKING LOT COST ESTIMATE (PERVIOUS PAVERS)

45 Degree Parking on 16,000 SF (100' x 160') of Private Owned Developed Property

39 PARKING SPACES TOTAL : 2 HANDICAPPED AND 37 STANDARD SPACES

October 25, 2023

PAY ITEM NO.	PAY ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	PAY ITEM AMOUNT
	<b>CONSTRUCTION COSTS</b>				
	MOBILIZATION	1.0	LS	\$12,500.00	\$12,500.00
	MAINTENANCE OF TRAFFIC	1.0	LS	\$1,000.00	\$1,000.00
	CLEARING AND GRUBBING	0.4	AC	\$15,000.00	\$6,000.00
	REGULAR EXCAVATION (0.5' OF CLEARED SURFACE)	900.0	CY	\$8.00	\$7,200.00
	TYPE B STABILIZATION (UNDER ONE WAY TRAFFIC LANE)	465.0	SY	\$3.50	\$1,627.50
	OPTIONAL BASE GROUP (UNDER TRAFFIC LANES)	465.0	SY	\$20.00	\$9,300.00
	SUPERPAVE ASPHALT CONCRETE (2" THICKNESS)	52.0	TN	\$150.00	\$7,800.00
	ASPHALT FINAL FRICTION COURSE (1" THICKNESS)	26.0	TN	\$180.00	\$4,680.00
	CONCRETE VALLEY GUTTER	0.0	LF	\$25.00	\$0.00
	PERVIOUS PAVERS (INCLUDES PAVERS AND FILL FOR VOIDS)	9800.0	SF	\$14.00	\$137,200.00
	PARKING BLOCKS (CONCRETE)	39.0	EA	\$75.00	\$2,925.00
	CONCRETE SIDEWALK (4" THICK BY 5' WIDE)	0.0	SY	\$110.00	\$0.00
	PERFORMANCE TURF (SOD)	85.0	SY	\$3.00	\$255.00
	LANDSCAPING	1.0	LS	\$2,500.00	\$2,500.00
	STRIPING	1200.0	LF	\$5.00	\$6,000.00
		<b>CONSTRUCTION COST SUBTOTAL</b>			<b>\$198,987.50</b>
		<b>15% CONTINGENCY</b>			<b>\$29,848.13</b>
		<b>CONSTRUCTION COST TOTAL</b>			<b>\$228,835.63</b>
	<b>LAND ACQUISITION - Private Owned Developed Property @ \$11/SF</b>	16,000	SF	\$11.00	\$176,000.00
	<b>DESIGN AND ENGINEERING - Including Drainage, Survey and CE&amp;I</b>	1	LS	\$45,767.13	\$45,767.13
	<b>PERMITTING AND MITIGATION</b>	1	LS	\$9,000.00	\$9,000.00
	<b>LEGAL COSTS</b>	1	LS	\$22,980.14	\$22,980.14
	<b>INTERNAL OVERHEAD COSTS</b>	1	LS	\$9,651.66	\$9,651.66
		<b>TOTAL</b>			<b>\$492,234.55</b>
	<b>COST PER PARKING SPOT (39 SPACE LOT)</b>	<b>\$12,621.40</b>			

# OPTION B - 4

## PARKING LOT COST ESTIMATE (ASPHALT PAVING)

45 Degree Parking in Avenue H between Water and Commerce Streets (16,000 SF of City Owned Property)

39 PARKING SPACES TOTAL : 2 HANDICAPPED AND 37 STANDARD SPACES

October 25, 2023

PAY ITEM NO.	PAY ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	PAY ITEM AMOUNT
	<b>CONSTRUCTION COSTS</b>				
	MOBILIZATION	1.0	LS	\$12,500.00	\$12,500.00
	MAINTENANCE OF TRAFFIC	1.0	LS	\$1,000.00	\$1,000.00
	CLEARING AND GRUBBING	0.4	AC	\$15,000.00	\$6,000.00
	REGULAR EXCAVATION (0.5' OF CLEARED SURFACE)	900.0	CY	\$8.00	\$7,200.00
	TYPE B STABILIZATION (UNDER PARKING SPACES AND TRAFFIC LANES)	1780.0	SY	\$3.50	\$6,230.00
	OPTIONAL BASE GROUP (UNDER PARKING SPACES AND TRAFFIC LANES)	1780.0	SY	\$20.00	\$35,600.00
	SUPERPAVE ASPHALT CONCRETE (2" THICKNESS)	200.0	TN	\$150.00	\$30,000.00
	ASPHALT FINAL FRICTION COURSE (1" THICKNESS, TRAFFIC LANES)	100.0	TN	\$180.00	\$18,000.00
	CONCRETE VALLEY GUTTER	320.0	LF	\$25.00	\$8,000.00
	PARKING BLOCKS (CONCRETE)	39.0	EA	\$75.00	\$2,925.00
	CONCRETE SIDEWALK (4" THICK BY 5' WIDE)	175.0	SY	\$110.00	\$19,250.00
	PERFORMANCE TURF (SOD)	145.0	SY	\$3.00	\$435.00
	LANDSCAPING	1.0	LS	\$2,500.00	\$2,500.00
	STRIPING	1000.0	LF	\$5.00	\$5,000.00
				<b>CONSTRUCTION COST SUBTOTAL</b>	<b>\$154,640.00</b>
				<b>15% CONTINGENCY</b>	<b>\$23,196.00</b>
				<b>CONSTRUCTION COST TOTAL</b>	<b>\$177,836.00</b>
	<b>LAND ACQUISITION - City owned property @ \$0/SF</b>	16,000	SF	\$0	\$0.00
	<b>DESIGN AND ENGINEERING - Including Drainage, Survey and CE&amp;I</b>	1	LS	\$35,567.20	\$35,567.20
	<b>PERMITTING AND MITIGATION</b>	1	LS	\$3,500.00	\$3,500.00
	<b>LEGAL COSTS</b>	1	LS	\$10,845.16	\$10,845.16
	<b>INTERNAL OVERHEAD COSTS</b>	1	LS	\$4,554.97	\$4,554.97
				<b>TOTAL</b>	<b>\$232,303.33</b>
	<b>COST PER PARKING SPOT (39 SPACE LOT)</b>	<b>\$5,956.50</b>			

# OPTION B - 5

## PARKING LOT COST ESTIMATE (ASPHALT PAVING)

45 Degree Parking on 16,000 SF (100' x 160') of Private Owned Undeveloped Property

39 PARKING SPACES TOTAL : 2 HANDICAPPED AND 37 STANDARD SPACES

October 25, 2023

PAY ITEM NO.	PAY ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	PAY ITEM AMOUNT
	CONSTRUCTION COSTS				
	MOBILIZATION	1.0	LS	\$12,500.00	\$12,500.00
	MAINTENANCE OF TRAFFIC	1.0	LS	\$1,000.00	\$1,000.00
	CLEARING AND GRUBBING	0.4	AC	\$15,000.00	\$6,000.00
	REGULAR EXCAVATION (0.5' OF CLEARED SURFACE)	900.0	CY	\$8.00	\$7,200.00
	TYPE B STABILIZATION (UNDER PARKING SPACES AND TRAFFIC LANES)	1780.0	SY	\$3.50	\$6,230.00
	OPTIONAL BASE GROUP (UNDER PARKING SPACES AND TRAFFIC LANES)	1780.0	SY	\$20.00	\$35,600.00
	SUPERPAVE ASPHALT CONCRETE (2" THICKNESS)	200.0	TN	\$150.00	\$30,000.00
	ASPHALT FINAL FRICTION COURSE (1" THICKNESS, TRAFFIC LANES)	100.0	TN	\$180.00	\$18,000.00
	CONCRETE VALLEY GUTTER	0.0	LF	\$25.00	\$0.00
	PARKING BLOCKS (CONCRETE)	39.0	EA	\$75.00	\$2,925.00
	CONCRETE SIDEWALK (4" THICK BY 5' WIDE)	0.0	SY	\$110.00	\$0.00
	PERFORMANCE TURF (SOD)	145.0	SY	\$3.00	\$435.00
	LANDSCAPING	1.0	LS	\$2,500.00	\$2,500.00
	STRIPING	1000.0	LF	\$5.00	\$5,000.00
				CONSTRUCTION COST SUBTOTAL	\$127,390.00
				15% CONTINGENCY	\$19,108.50
				CONSTRUCTION COST TOTAL	\$146,498.50
	LAND ACQUISITION - Private Owned Undeveloped Property @ \$4/SF	16,000	SF	\$4.00	\$64,000.00
	DESIGN AND ENGINEERING - Including Drainage, Survey and CE&I	1	LS	\$29,299.70	\$29,299.70
	PERMITTING AND MITIGATION	1	LS	\$6,500.00	\$6,500.00
	LEGAL COSTS	1	LS	\$12,314.91	\$12,314.91
	INTERNAL OVERHEAD COSTS	1	LS	\$5,172.26	\$5,172.26
				TOTAL	\$263,785.37
	COST PER PARKING SPOT (39 SPACE LOT)	\$6,763.73			

## PARKING LOT COST ESTIMATE (ASPHALT PAVING)

**39 PARKING SPACES TOTAL : 2 HANDICAPPED AND 37 STANDARD SPACES**

**October 25, 2023**

PAY ITEM NO.	PAY ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	PAY ITEM AMOUNT
	<b>CONSTRUCTION COSTS</b>				
	MOBILIZATION	1.0	LS	\$12,500.00	\$12,500.00
	MAINTENANCE OF TRAFFIC	1.0	LS	\$1,000.00	\$1,000.00
	CLEARING AND GRUBBING	0.4	AC	\$15,000.00	\$6,000.00
	REGULAR EXCAVATION (0.5' OF CLEARED SURFACE)	900.0	CY	\$8.00	\$7,200.00
	TYPE B STABILIZATION (UNDER PARKING SPACES AND TRAFFIC LANES)	1780.0	SY	\$3.50	\$6,230.00
	OPTIONAL BASE GROUP (UNDER PARKING SPACES AND TRAFFIC LANES)	1780.0	SY	\$20.00	\$35,600.00
	SUPERPAVE ASPHALT CONCRETE (2" THICKNESS)	200.0	TN	\$150.00	\$30,000.00
	ASPHALT FINAL FRICTION COURSE (1" THICKNESS, TRAFFIC LANES)	100.0	TN	\$180.00	\$18,000.00
	CONCRETE VALLEY GUTTER	0.0	LF	\$25.00	\$0.00
	PARKING BLOCKS (CONCRETE)	39.0	EA	\$75.00	\$2,925.00
	CONCRETE SIDEWALK (4" THICK BY 5' WIDE)	0.0	SY	\$110.00	\$0.00
	PERFORMANCE TURF (SOD)	145.0	SY	\$3.00	\$435.00
	LANDSCAPING	1.0	LS	\$2,500.00	\$2,500.00
	STRIPING	1000.0	LF	\$5.00	\$5,000.00
		<b>CONSTRUCTION COST SUBTOTAL</b>			<b>\$127,390.00</b>
		<b>15% CONTINGENCY</b>			<b>\$19,108.50</b>
		<b>CONSTRUCTION COST TOTAL</b>			<b>\$146,498.50</b>
	<b>LAND ACQUISITION - Private Owned Developed Property @ \$11/SF</b>	16,000	SF	\$11.00	\$176,000.00
	<b>DESIGN AND ENGINEERING - Including Drainage, Survey and CE&amp;I</b>	1	LS	\$29,299.70	\$29,299.70
	<b>PERMITTING AND MITIGATION</b>	1	LS	\$9,000.00	\$9,000.00
	<b>LEGAL COSTS</b>	1	LS	\$18,039.91	\$18,039.91
	<b>INTERNAL OVERHEAD COSTS</b>	1	LS	\$7,576.76	\$7,576.76
		<b>TOTAL</b>			<b>\$386,414.87</b>
	<b>COST PER PARKING SPOT (39 SPACE LOT)</b>	<b>\$9,908.07</b>			

**PRELIMINARY COST ESTIMATE  
PARKING LOT DEVELOPMENT  
CITY OF APALACHICOLA, FLORIDA  
August 10, 2023**

Item No.	Description	Quantity	Unit	Unit Cost	Extension
1	Mobilization	1	LS	\$ 25,000.00	\$ 25,000.00
2	Geometric Controls	1	LS	\$ 2,500.00	\$ 2,500.00
3	Demolition	1	LS	\$ 15,000.00	\$ 15,000.00
4	Earthwork	1,000	CY	\$ 20.00	\$ 20,000.00
5	Stormwater Management	1	LS	\$ 30,000.00	\$ 30,000.00
6	Curb & Gutter	1,600	LF	\$ 30.00	\$ 48,000.00
7	Pavement Buildup	3,960	SY	\$ 45.03	\$ 178,318.80
8	Striping & Signage	1	LS	\$ 6,000.00	\$ 6,000.00
9	Erosion & Sediment Control	1	LS	\$ 20,000.00	\$ 20,000.00
10	Site lighting	1	LS	\$ 75,000.00	\$ 75,000.00
11	Landscaping	1	LS	\$ 20,000.00	\$ 20,000.00

Construction Subtotal	\$	439,800.00
Contingency (10%)	\$	44,000.00
Construction Total	\$	483,800.00
Estimated Preliminary Engineering	\$	41,900.00
Estimated Construction Engineering & Inspection	\$	22,500.00

Total Construction Cost	\$	548,200.00
Cost Per Parking Space (114)	\$	4,800.00

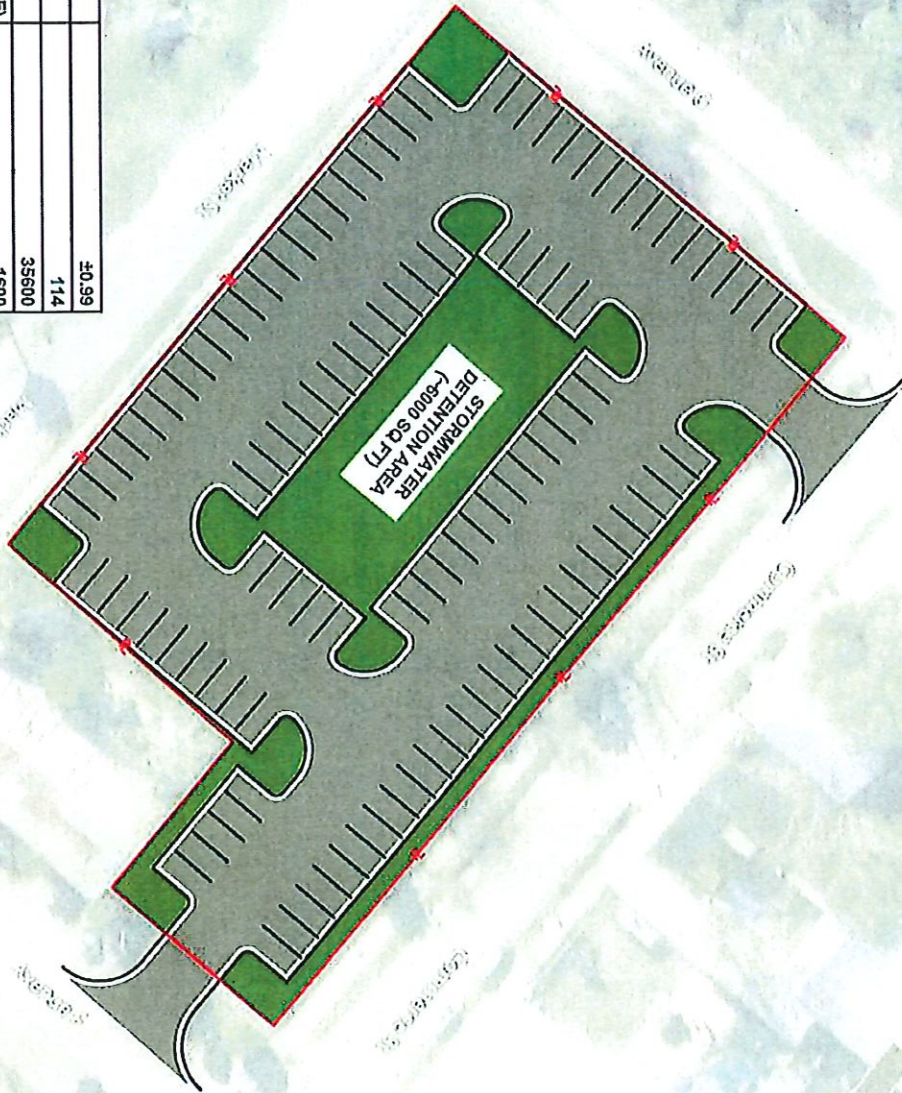
Property Cost	\$	945,000.00
Total Project Cost	\$	1,493,200.00
Cost Per Parking Space Including Property Acquisition (114)	\$	13,100.00



*Cost estimates are made on the basis of the Engineer's experience, qualifications, and professional judgment. Since Engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over competitive bidding or market conditions, Engineer cannot and does not guarantee or warrant that proposals, bids or actual construction cost will not vary from the above cost estimate. CDG cannot be responsible for variations in costs due to market fluctuations and unit cost increases. Cost estimate above assume burden of cost for utility relocations shall be borne by applicable utility provider. Any and all right-of-way acquisition is the responsibility of the project sponsor.*

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APPROX. PARCEL SIZE (AC)	50.99
PARKING SPACE COUNT	114
PAVEMENT AREA (SQ. FT)	35600
CURB/GUTTER PERIMETER (LF)	1600



**DRAFT**

SCALE	AS SHOWN
SHEET	01 OF 01
DATE	08/01/2023
PROJECT NO.	
SHEET NO.	01 of 01

CONCEPTUAL PARKING LAYOUT  
CITY OF APALACHICOLA  
APALACHICOLA, FLORIDA

170 E. MAIN ST.  
DOTHAN, AL 36501  
PH: (334) 677-9431



Deuberry

**PERVIOUS AND PAVED PARKING  
ESTIMATE OF PROBABLE CONSTRUCTION COSTS**

ITEM #	DESCRIPTION	QTY.	UNIT	UNIT PRICE	TOTAL
1	EARTHWORK	17	CY	\$30.00	\$510.00
2	12" RIBBON CURB	22	LF	\$82.00	\$1,804.00
3	BRICK PAVERS & BASE	25	SY	\$145.00	\$3,625.00
4	BOLD & GOLD FILTER MEDIA	25	SY	\$80.00	\$2,000.00
SUBTOTAL					\$7,939.00
PERVIOUS PAVER PARKING SPACE TOTAL ESTIMATED CONSTRUCTION COST					\$7,939.00

ITEM #	DESCRIPTION	QTY.	UNIT	UNIT PRICE	TOTAL
1	EARTHWORK	17	CY	\$30.00	\$510.00
2	OBG 6	25	SY	\$35.00	\$875.00
3	2.5" ASPHALT	4	TN	\$205.00	\$820.00
SUBTOTAL					\$2,205.00
ASPHALT PARKING SPACE TOTAL ESTIMATED CONSTRUCTION COST					\$2,205.00

survival rate for wetland areas created/augmented during mitigation, for a period at least two years for herbaceous wetland communities, and for at least five years for forested wetland communities.

- b. Land development shall be consistent with a safe environment, adequate community facilities, and a desire to minimize environmental hazards.
  - c. No wastes shall be discharged into any waters of the Apalachicola Bay area without first being given the degree of treatment necessary to fully protect, and/or improve the present water quality adjoining this area.
- (3) All development within the special waterfront district shall comply with article I of this chapter and article I of chapter 115. The stormwater management plan will prohibit the use of herbicides in the special waterfront district.
- (4) The bulk storage of hazardous materials, as defined by the Federal Environmental Protection Agency (EPA) Schedule 40 CFR 261, sbpts. C and D, is a specifically excluded use within the waterfront area. For the purposes of this section, the term "bulk storage" means more than 100 kilograms (220 pounds) of EPA-listed hazardous materials, and more than one kilogram (2.2 pounds) of EPA-listed acutely hazardous materials. In general, every effort should be made to secure small amounts of these materials, as well as common, less hazardous, chemicals and substances, from release into the environment.
- (5) The storage and dispensing of petroleum products within the waterfront district is a permitted use under applicable department of environmental protection (DEP) rules pursuant to F.S. ch. 17.61 and applicable federal regulations.
- (6) The use of natural vegetation erosion control structures is encouraged and preferred to the construction of rigid shore protection structures (seawalls, bulkheads, revetments, etc.). The constructions of vertical seawalls without armoring (rip rap, sandbags) on the waterward face are prohibited on natural water bodies.
- (7) The alteration, other than approved maintenance, of mosquito ditches is prohibited.

(i) **Parking requirements.**

- (1) *Off-street parking.* Required off-street parking facilities shall be primarily for the parking of private passenger automobiles of occupants, patrons or employees of the principal use served. Parking for disabled persons shall be provided pursuant to F.S. § 316.1957.
- (2) *Definition of off-street parking.* There shall be provided at the time of the erection of any principal building or structure parking space with adequate provisions for ingress and egress no less than the following space requirements (when calculating the required number of parking spaces, fractional numbers of spaces go to the next whole number):
  - a. *Dwelling.* One parking space for each dwelling unit or room for rent.
  - b.

*Offices, studios, and financial institutions.* One off-street parking space for each two persons at work on peak shifts, plus one for each 500 square feet of floor space open to the public.

- c. *Retail establishments.* One off-street parking space for each two persons at work on peak shifts, plus two for the first 1,000 square feet of floor space devoted to merchandising, plus two for each additional 300 square feet used.
- d. *Eating and/or drinking establishments.* One off-street parking space for each two persons at work on peak shifts, plus one for each two tables for service, plus one for each four stools at the service counter.
- e. *Child care centers.* One off-street parking space for each two persons at work on peak shifts, plus one for each 500 square feet of floor space, plus adequate provisions for the loading and unloading of children off of the public right-of-way, subject to site plan approval.
- f. *Marinas.* One off-street parking space for each wet slip, plus one off-street parking space for every three dry slips.
- g. *All other permitted uses and structures.* One off-street parking space for each two persons at work on peak shifts, plus additional spaces as determined by the planning and zoning board.

- (3) Location of off-street parking. Required off-street parking will be provided either on the same parcel of land as the principal building or structure or on a separate parcel located within 500 feet of the principal building or structure.
- (4) On-street parking. An allowable commercial use of an existing building upon adoption of Ord. No. 91-7, adopted December 3, 1991, may use on-street parking as part of its required parking. An increase in the intensity of use of an existing building after the adoption of Ord. No. 91-7 on December 3, 1991, must comply with the parking requirements as provided in subsection (i)(2) of this section.
- (5) Where a parking lot does not abut on a public or private street, alley, or easement of access, there shall be provided an access drive not less than ten feet in width in the case of a dwelling, and not less than 18 feet in width in all other cases, leading to the loading or unloading spaces and parking or storage areas required hereunder in such a manner as to secure the most appropriate development of the property in question. Parking spaces shall be a minimum of ten feet by 20 feet and access aisles shall be a minimum of 18 feet in width.
- (6) Every parcel of land used as a public or private parking area, including a commercial parking lot, shall be developed and maintained in accordance with the following requirements:
  - a. No part of any parking area shall be closer than five feet to any established road right-of-way or alley line. In case the parking area adjoins a residential district, it shall be set back at least five feet from the residential district boundary and shall be effectively screened

with landscaping, fence, wall or other approved materials.

- b. Any off-street parking area, including any commercial parking lot, for more than five vehicles shall be so graded and drained as to dispose of all surface water accumulation within the area and shall be so arranged and marked as to provide for orderly and safe loading or unloading and parking and storage of vehicles.
- c. Any lighting used to illuminate any off-street parking area, including any commercial parking lot, shall be so arranged as to reflect the light away from adjoining premises in any residential district as well as to eliminate driving nuisance and highway safety hazards.
- d. Any commercial parking area shall require a department of environmental regulation stormwater permit before a city development permit can be issued.

(7) Off-street loading and unloading. In addition to the required off-street parking spaces, adequate off-street loading space, as determined by the building inspector, shall be provided so that no part of any commercial vehicle shall encroach or park upon any street, alley, sidewalk or public way during loading, unloading or servicing operations.

PM: (8) The city shall make a determination, on no less than an annual basis, of the number of publicly-owned parking spaces that are available for use as parking mitigation in the C-1, C-4 and RF districts. Parking mitigation, as provided in this subsection, shall be available on a first come, first served basis, up to a maximum of 15 spaces per development until all currently spaces have been subscribed. Thereafter, the city may make additional spaces available or suspend the availability of parking mitigation.

(9) New commercial development or expanded intensity of an existing building use in the C-1, C-4 and RF districts may mitigate up to 50 percent of the required on-site parking through an approved mitigation plan as provided in subsection (h)(2)a2 of this section. This provision does apply to other zoning districts. → ? wrong reference?

(10) New commercial development within the C-1, C-4 and RF districts may use on-street parking to meet part of the required parking standard as provided in subsection (i)(2) of this section.

(11) Restoration of an historic structure in the C-1, C-4 and RF districts may request waiver of up to 100 percent of required on-site parking not to exceed eight spaces. Documentation that the structure for which a waiver is sought qualifies as an historic structure, as provided in this subsection, shall be included in the request for waiver and be included as part of the permit application.

(12) New development on a single lot (30 feet by 80 feet) within the C-1, C-4 and RF districts may mitigate up to 100 percent of parking not to exceed eight spaces.

(13)

All proposed development within the C-1 and C-4 districts shall be encouraged to locate all onsite parking at the rear of the proposed development to meet on-site requirements. Developments that encumber five or more lots shall be required to incorporate parking at the rear. Shared use agreements with adjacent property owners is encouraged to reduce curb cuts for parking access.

- (j) Endangered, threatened, or species of special concern's habitats and nesting areas shall not be altered or disturbed. Appropriate state and federal guidelines concerning regulations, setbacks, lighting, etc., will be followed at all times.
- (k) All development shall be required to connect to the city water and sewer system where and when it is available.
- (l) All septic tanks and drain fields shall be set back at least 75 feet from waters or wetlands of the state.
- (m) Architectural design, aesthetic, and safety standards for single-family dwellings.
  - (1) To promote consistency within residential neighborhoods in the city, the following architectural design and aesthetic standards shall apply to all stand-alone, newly-constructed or structurally or materially altered single-family dwellings in all zoning districts except R-3, mobile and manufactured home residential. These standards to not apply to upper floor, single-family dwellings above first floor businesses in commercial zones C-1 and C-4.
    - a. As used in this section, the term "immediate neighborhood" means single-family dwellings whose property lines lie within 500 feet of the subject property and which are in zoning districts other than R-3.
    - b. The standards in this section shall apply to subdivisions and the historic district, but covenants or restrictions for these areas that are more stringent than these standards take precedence over these standards. The immediate neighborhoods for such subdivision is the subdivision itself, and immediate neighborhood for the historic district is the district itself.
      - 1. *Roof.* Roof forms and materials shall be visually compatible with the existing architectural context of the streetscape and the majority of dwellings in the immediate neighborhood. The pitch of the roof is critically important to the success of being harmonious with the typical surrounding dwellings, and well-extended overhangs can be beneficial in protecting any home from frequent and heavy rainfall. The pitch of the major roof shall have a minimum vertical rise of five units for each 12 units of horizontal run with a minimum 12-inch overhang, measured horizontally from the outer edge of the sloped roof to the vertical face of the wall under the roof. In addition, the roof pitch shall be equal to or greater than the roof pitches of the majority of homes in the immediate neighborhood. The roof covering shall be visually compatible with dwellings in the immediate neighborhood.

for support of any structure are prohibited.

- b. *Metal fasteners.* For all residential structures, any bolts, anchors, straps, tie-downs or other type hardware which are in contact with the ground or any part of which is within 12 inches above the ground at that location shall be of stainless steel material. This shall not apply to any such items, bolts, anchors, straps, tie-downs or other such hardware, that are permanently and wholly encased in concrete.
- c. *Exterior steps.* Exterior steps of elevated homes must be permanently affixed to the foundation or facade stem wall.
- d. *Electric meter box.* The electrical meter box shall be permanently affixed to the single-family dwelling or mounted on a suitable structure, but in no case shall be pole-mounted.

(LDC, art. IV, § E; Ord. No. 2016-01, 4-5-2016; Ord. No. 2017-07, § 2, 8-8-2017; Ord. No. 2018-02, § 2, 7-10-2018; Ord. No. 2021-02, § 1, 7-6-2021)

**Sec. 111-294. - Parking mitigation.**

- (a) This section allows developers to substitute payments toward off-site parking for on-site parking in C-1, C-4, and RF districts.
- (b) The city shall establish and administer a dedicated municipal revenue fund, called the **Apalachicola Parking Mitigation Fund (APMF)**, whose purpose is to help fund operations, maintenance and improvements necessitated by the use of city-owned parking facilities by new buildings, structures or uses in the city's commercial district, in order, among other things, to offset impacts from new buildings, structures or uses upon the availability of off-street parking spaces in municipal parking facilities; and to offset increases in the cost of operating and maintaining municipal parking facilities that are attributable to the use of such facilities by new buildings, structures, and uses.
- (c) The fee shall be calculated by multiplying the number of required parking spaces for the principal buildings, structures, or uses to be provided for designated city parking areas by the rate of **\$5,000.00** per required parking space. The rates are intended to offset the city's reasonable cost to construct new parking facilities of each type, and to maintain them for a period of 30 years.
- (d) **Prior to the issuance of a building permit for a principal building, structure, or use,** a portion of whose required parking is provided at a municipal parking facility under this section, **the owner of such principal building, structure, or use shall deposit the total dollar amount due for its parking mitigation fee in the APMF as a one-time mitigation fee.**
- (e) The city shall contribute the payments to a parking fund specifically set aside to provide public parking serving the commercial districts. All moneys received as fees imposed by this section shall be deposited and held, together with interest thereon, in a public parking mitigation fund hereby created, and shall be expended from that fund only for the purpose of creating new public

parking. The cost of creating public parking shall include all costs related to land acquisition, design, permitting, drainage, mitigation, and construction of lighted and paved public parking, including engineering, legal, consulting, and internal overhead costs.

- (f) Required parking spaces for nonresidential uses may be mitigated through pro rata contributions to the parking mitigation fund. Mitigation is not allowed for residential uses.
- (g) Mitigation may be used to offset up to half of the required parking spaces for a development. The other half must be met by on-site or approved off-site requirements as established in this Code, unless otherwise referenced for historic structures or development on one lot as identified in section 111-288(i)(11) or (12).
- (h) No certificate of occupancy shall be issued until complete payment has been received by the city or the city has:
  - (1) Approved an agreement providing for a phased payment plan. In no case shall payments be deferred for more than two years;
  - (2) Approved an agreement providing for the deferred construction or occupancy of floor space for which parking has not been mitigated; or
  - (3) Approved other arrangements providing for required parking to serve the proposed use within 12 months of the application. In no case shall arrangements include a parking variance.
- (i) All proposed parking mitigation contributions shall be placed in the parking mitigation fund, which shall be used exclusively to establish parking to serve nonresidential uses in the commercial districts.
- (j) The moneys in the parking mitigation fund may be allowed to accumulate from year to year until the city commission determines to expend the moneys in the fund for the purposes specified.

(Ord. No. 2018-02, § 3, 7-10-2018)

**CITY OF APALACHICOLA  
ORDINANCE NO. 2018-02**

**AN ORDINANCE AMENDING ORDINANCE 91-7 WHICH ADOPTS THE CITY OF APALACHICOLA LAND DEVELOPMENT CODE REVISING SECTION II (DEFINITIONS) BY ADDING NEW DEFINITION FOR LARGE SCALE COMMERCIAL ACTIVITY; PROVIDING FOR REVISIONS IN SECTION IV (ZONING DISTRICTS AND REGULATIONS) BY REPLACING SECTION 8 (d), ADDING SECTIONS 8(h) - 8(m), AND AMENDING C-1, C-2, C-4, RF; ADDING NEW SECTION XI (PARKING MITIGATION); PROVIDING FOR THE REPEAL OF ALL ORDINANCES IN CONFLICT HERewith; AND ESTABLISHING AN EFFECTIVE DATE.**

**WHEREAS**, the City of Apalachicola finds that adequate parking is important for the economic success of Apalachicola's downtown commercial districts, and

**WHEREAS**, commercial properties in the downtown are too small to adequately accommodate required parking, and

**WHEREAS**, dispersing parking offsite is a way that serves multiple properties in a more efficient, cost effective and sustainable way, and

**WHEREAS**, a proportionate capital contribution to construct additional public parking is a fair and equitable method of apportioning the cost of such parking, and

**WHEREAS**, large scale commercial development is not consistent with the scale of development of certain commercial districts and therefore prohibiting large scale commercial activity in C-2 and setting a maximum building footprint in C-1, C-4, and RF districts, and

**WHEREAS**, after public workshops and obtaining citizen input, the Apalachicola Planning and Zoning Board and Apalachicola City Commission deems it necessary to revise the above referenced sections of the Land Development Code.

**NOW THEREFORE BE IT ENACTED BY THE PEOPLE OF THE CITY OF APALACHICOLA, FLORIDA THE FOLLOWING ORDINANCE REVISIONS RELATING TO THE ABOVE REFERENCED SECTIONS OF THE LAND DEVELOPMENT CODE:**

**SECTION 1: LDC SECTION II - LANGUAGE AND DEFINITION REVISIONS**

**SECTION II - LANGUAGE AND DEFINITIONS**

*Add definition for "Large Scale Commercial Activity" to read as follows:*

**Large Scale Commercial Activity** - Commercial business of a large scale that requires a single building that exceeds an 8,500 square foot footprint.

## SECTION 2: LDC SECTION IV – ZONING DISTRICTS AND REGULATIONS REVISIONS

### SECTION IV – ZONING DISTRICTS AND REGULATIONS

*Amend Section IV.E.8.d to read as follows:*

**On-Street Parking** – An allowable commercial use of an existing building at the time of ordinance adoption (Ordinance 91-7 adopted December 3, 1991) may use on-street parking as part of their required parking. An increase in the intensity of use of an existing building after the adoption of Ordinance 91-7 must comply with the parking requirements as provided in Section 8b.

*Add Sections IV.E.8.h – IV.E.8.m to read as follows:*

h. The City shall make a determination, on no less than an annual basis, of the number of publicly owned parking spaces that are available for use as parking mitigation in the C-1, C-4 and RF districts. Parking mitigation as provided in this subsection shall be available on a first come, first served basis, up to a maximum of 15 spaces per development until all currently spaces have been subscribed. Thereafter, the City may make additional spaces available or suspend the availability of parking mitigation.

i. New commercial development or expanded intensity of an existing building use in the C-1, C-4 and RF districts may mitigate up to 50% of the required onsite parking through an approved mitigation plan as provided in Section IV.E.8. This provision does apply to other zoning districts.

j. New commercial development within the C-1, C-4 and RF districts may use on-street parking to meet part of the required parking standard as provided in Section 8b.

k. Restoration of an historic structure in the C-1, C-4 and RF districts may request waiver of up to 100% of required onsite parking not to exceed 8 spaces. Documentation that the structure for which a waiver is sought qualifies as an historic structure as provided in this subsection shall be included in the request for waiver and be included as part of the permit application.

l. New development on a single lot (30x80) within the C-1, C-4 and RF districts may mitigate up to 100% of parking not to exceed 8 spaces.

m. All proposed development within the C-1 and C-4 districts shall be encouraged to locate all onsite parking at the rear of the proposed development to meet onsite requirements. Developments that encumber five or more lots shall be required to incorporate parking at the rear. Shared use agreements with adjacent property owners is encouraged to reduce curb cuts for parking access.

*Add to Section IV C-1 General Commercial Downtown Development Standards the following:*

**MAXIMUM BUILDING FOOTPRINT**

A single commercial development building footprint may not exceed 8,500 square feet.

*Add to Section IV C-2 Neighborhood Commercial Prohibited Uses the following:*

5. Large Scale Commercial Activity

*Add to Section IV C-4 Commercial District Development Standards the following:*

**MAXIMUM BUILDING FOOTPRINT**

A single commercial development building footprint may not exceed 8,500 square feet.

*Add to Section IV RF Riverfront District Development Standards the following:*

**MAXIMUM BUILDING FOOTPRINT**

A single commercial development building footprint may not exceed 8,500 square feet.

**SECTION 3: LDC SECTION XI – PARKING MITIGATION**

**SECTION XI – PARKING MITIGATION**

*Section XI – Added to read as follows:*

This section allows developers to substitute payments toward off-site parking for on-site parking in C-1, C-4, and RF districts.

The City shall establish and administer a dedicated municipal revenue fund, call the "Apalachicola Parking Mitigation Fund (APMF), whose purpose is to help fund operations, maintenance and improvements necessitated by the use of City-owned parking facilities by new building, structures or uses in the City's commercial district, in order, among other things: to offset impacts from new buildings, structures or uses upon the availability of off-street parking spaces in municipal parking facilities; and to offset increases in the cost of operating and maintain municipal parking facilities that are attributable to the use of such facilities by new buildings, structures, and uses.

The fee shall be calculated by multiplying the number of required parking spaces for the principal buildings, structures, or uses to be provided for designated City parking areas by the rate of \$5,000 per required parking space. The rates are intended to offset the City's reasonable cost to construct new parking facilities of each type, and to maintain them for a period of thirty (30) years.

Prior to the issuance of a building permit for a principal building, structure, or use a portion of whose required parking is provided at a municipal parking facility under this subsection, the owner of such principal building, structure, or use shall deposit the total dollar amount due for its Parking Mitigation Fee in the APMF Fund as a one-time mitigation fee.

The City shall contribute the payments to a parking fund specifically set aside to provide public parking serving the commercial districts. All monies received as fees imposed by this section shall be deposited and held, together with interest thereon, in a public parking mitigation fund hereby created, and shall be expended from that fund only for the purpose of creating new public parking. The cost of creating public parking shall include all costs related to land acquisition, design, permitting, drainage, mitigation, and construction of lighted and paved public parking, including engineering, legal, consulting, and internal overhead costs.

Required parking spaces for non-residential uses may be mitigated through pro-rata contributions to the Apalachicola Parking Mitigation Fund. Mitigation is not allowed for residential uses. Mitigation may be used to offset up to half of the required parking spaces for a development. The other half must be met by onsite or approved offsite requirements as established in the code unless otherwise referenced for historic structures or development on one lot as identified in Chapter IV Section 8.

Not certificate of occupancy shall be issued until complete payment has been received by the City or the City has:

- a. Approved an agreement providing for a phases payment plan. In no case shall payments be deferred for more than two (2) years;
- b. Approved an agreement providing for the deferred construction or occupancy of floor space for which parking has not been mitigated; or
- c. Approved other arrangements providing for required parking to serve the proposed use within twelve (12) months of the application. In no case shall arrangements include a parking variance.

All proposed parking mitigation contributions shall be placed in the Apalachicola Parking Mitigation Fund which shall be used exclusively to establish parking to serve non-residential uses in the commercial districts.

The monies in the parking fund may be allowed to accumulate from year to year until the City Commission determines to expend the monies in the fund for the purposes specified.

**SECTION 4:** All ordinances or parts of ordinances in conflict herewith, to the extent of such conflict are hereby repealed.

This Ordinance was read and adopted on July 10, 2018. Motion to  
adopt Ordinance made by Commissioner Ash, second by  
Commissioner Bartley.

Voting Aye: MAYOR JOHNSON, ELLIOTT, ASH, BARTLEY, GROVE  
Voting Nay: NONE

FOR THE CITY COMMISSION OF THE  
CITY OF APALACHICOLA

ATTEST:

Lee Mathes  
Lee Mathes, City Administrator

Van W. Johnson  
Van W. Johnson, Sr., Mayor

City Commission/P&Z Joint Workshop – March 6 – Parking

Former Staff Notes  
leading to Ordinance 2018-02

2018

Why are we talking about this?

The City adopted Land Development Regulations that are consistent with the concurrency provisions of the City's Comp Plan and the State's Growth Management Principles. Those regulations require adequate parking be provided as part of proposed development. In the downtown area, the City's parking provisions require modest parking provisions which, due to the small size of the lots and current build-out of existing buildings, are hard to meet.

This has created a hardship for the continued economic growth of the downtown but it nevertheless is required – you can't build a restaurant or hotel and not expect to provide parking for the activity. What staff and P&Z has been working on now for the past several months are both proposed changes to the land development regulations and the initiation of a parking mitigation program that will allow new development to provide for a portion of their parking by paying into a parking mitigation program. The funds collected from this program will go towards the construction of pervious parking "pockets" within the downtown district on City easements in the undeveloped Bowery section of town.

Here are the highlights of changes proposed in the C-1, C-4 and RF district.

1. Propose allowing new construction on vacant lots to use on-street parking to meet part of the required parking. The code currently provides for existing buildings to use on-street parking. This provides parity for new development and is consistent with the concept of promoting a pedestrian-friendly downtown district by reducing the number of curb cuts.
2. Propose requiring an increase in the intensity of use of an existing building to comply with parking requirements. (going from an office use to a restaurant or transient lodging use will require complying with parking regs for such use) but provides for the mitigation of up to 50% of the required onsite parking of the increased use.
3. Propose allowing new construction on more than one lot to mitigate up to 50% of required onsite parking not to exceed 15 spaces per any one development.
4. Propose allowing new development on a single lot within the C-1, C-4 and RF district to mitigate up to 100% of parking not to exceed 8 spaces.
5. Propose allowing redevelopment of historic structure to request waiver of up to 100% not to exceed 8 spaces.
6. Propose requiring all new development within C-1 & C-4 for five or more lots to locate onsite parking at the rear of the proposed development.
7. Propose requiring that city adopt a concurrency management system to keep a tally on the number of publicly-owned parking spaces until all available spaces have been subscribed.
8. Propose adopting mitigation program – the fee per space to be calculated by multiplying the number of required parking spaces by the rate of \$5,000 per required parking space.
9. Propose adopting a definition of large scale development.

## **Parking Analysis and Needs Assessment for Downtown Commercial Districts in the City of Apalachicola – February, 2018**

### **Executive Summary**

The purpose of this paper is to analyze the parking need based on vacant and uninhabited commercial properties within the City's downtown commercial areas for the purpose of determining appropriate parking mitigation measures. The data used for analysis was collected as part of an overall analysis of commercial land uses completed in Summer 2016 the City of Apalachicola Planning Department with ground-truthing assistance from the Apalachicola Main Street organization.

### **Background**

The layout of the City of Apalachicola is on a grid of Blocks and Lots. Blocks are generally assemblages of 10 to 20 lots, but many Blocks are comprised of other numbers of lots. Historically, some of the lots have been re-platted (into larger parcels) so that they no longer conform to the original City plat. In addition, development has taken place on multiple lots. The Franklin County Property Appraiser has grouped the lots of the City into tax parcels. Tax parcels differ from lots in that several lots may be grouped together into a common development. The tax parcel is the logical unit to be used for analysis of development even though technically, development standards are applicable to lots. It is understood that the following parking calculations may be dramatically increased if a significant number of the parcels contain more than one vacant lot. For the purpose of this analysis, however, tax parcels to which a structure can logically be attributed and a land use be assigned were used.

The City's downtown district is divided into 3 zoning classifications C-1, C-4 and RF.

### **Methodology**

A windshield survey was completed in May 2016 of all commercial lots in the City. The commercial properties were surveyed and analyzed by both lot and tax parcel identification.

The Commercial and Mixed Use Residential tax parcels were surveyed according to a methodology to describe the current local land use as of the date of the paper. The use categories Vacant Parcels, Occupied Commercial Structures, Residential Structures, Institutional Structures, and Uninhabited Structures were used. It is thought that these categories would serve to describe general use rather specific commercial application that can easily change with new rental agreements.

Following the survey, the City Planning Department assembled the information about the commercial areas and digitized the results into a GIS format and uploaded to the City website with use layers that can be turned on/off for easy identification.

### **Parking Calculations**

For the purpose of this analysis, each parcel was assigned a parking needs factor of between six to eight spaces based on a mid range per lot assumption of two story use with commercial retail downstairs and residential or transient lodging upstairs. It is understood that intensity use may be greater or less per lot depending on actual build-out use and actual number of lots encumbered.

The following is a breakdown of that research.

### **The Districts**

**C-1:** The C-1 Zoning District is comprised of 315 platted lots. 73 of the lots are nominally 60' x 100' rectangular lots, with 95 of the lots being true 60'x100' lots and 13 being irregular configurations. The remaining 202 C-1 lots are comprised of 188 true 30' x 80' rectangular lots and the remainder being irregular lots. The C-1 zone is comprised of 164 tax parcels.

Vacant Parcels: 28 (168-224 parking spaces needed)  
Occupied Commercial Structures: 95  
Residential Structures: 12  
Institutional Parcels: 22  
Uninhabited Structures: 9 (54 to 72 parking spaces needed)

Parking to accommodate new construction of vacant lots/redevelopment of uninhabited structures:

**222-296 parking spaces needed to accommodate Total Build-out of 28 vacant parcels and 9 uninhabited structures in the C-1 district**

**C-4:** The C-4 Zoning District is comprised of 221 platted lots. Of these, 200 are 30' x 80' lots and 21 are configured irregularly. These lots are grouped into 33 tax parcels.

Vacant Parcels: 7 (42-56 parking spaces needed)  
Occupied Commercial Structures: 8  
Residential Structures: 6  
Institutional Parcels: 6  
Uninhabited Structures: 1 (6-8 parking spaces needed)

Parking to accommodate new construction of vacant lots/redevelopment of uninhabited structures:

**48-64 parking spaces needed to accommodate Total Build-out of 7 vacant parcels and 1 uninhabited structure.**

**RF:** The RF Zoning District is comprised of 68 platted lots of various sizes. These lots are groups into 60 tax parcels. This zoning district is more complicated to characterize, as the tax parcels are frequently associated with sovereign submerged land rights. Structures, such as docks and piers are sometimes broken out as separate tax parcels and sometimes they are included with the landward parcel, especially in older developments. In addition, specialty commercial applications, such as the Water Street Hotel are broken into 10 tax parcels, owned by 6 owners. In this case all tax parcels are counted separately and the dock parcels are counted separately and broken out as a separate land use category. Some multiple-tax parcels have vacant land that is used for vacation boat parking, associated with the primary land use. This is not counted as vacant land. In addition, 14 riverfront lots owned by the City are in Scipio Creek and as such are not considered to be developable parcels and are not counted.

Vacant Parcels: 1 (6 -8 parking spaces needed)  
Occupied Commercial Structures: 28  
Residential Structures: 3

Institutional Parcels: 21

Uninhabited Structures: 3 (18 – 24 parking spaces needed)

Sovereign Submerged Land Lease Parcels: 3

Parking to accommodate new construction of vacant lots/redevelopment of uninhabited structures:

**24 – 32 parking spaces needed to accommodate Total Build-out of 1 vacant parcel and 3 uninhabited structures in the RF district**

**TOTAL of C-1, C-4 and RF parcels:**

Vacant Parcels: 36

Occupied Commercial Structures: 131

Residential Structures: 21

Institutional Parcels: 49

Uninhabited Structures: 13

Total: 460

Total Parking Need to accommodate Total Parcel Build-out of C-1, C-2, C-4 and RF districts vacant parcels and uninhabited structures.

**294 – 392 parking spaces needed to accommodate Total Build-out of 36 vacant parcels and 13 uninhabited structures.**

**Conclusion:**

At full build-out, the City will require roughly between 300 to 400 parking spaces to accommodate moderate use of vacant and redevelopment efforts. The City currently has public easement property suitable for conversion to public parking to accommodate up to approximately 250 parking spaces based on a windshield survey and GIS analysis of property. If the City adopts a proposed parking mitigation plan which would allow new construction to mitigate up to 50% of its needed parking, the mitigation program would absorb approximately 150 to 200 spaces of required parking for new construction and between roughly 80 to 100 spaces for 100% mitigation redevelopment efforts.

Within a 10 -15 year planning horizon, it is conceivable that a mitigation program utilizing public easement space may be adequate to absorb new development and redevelopment efforts. As reflected by the parking needs analysis, however, the City will still need to plan for additional parking beyond the planning horizon to accommodate total build-out.

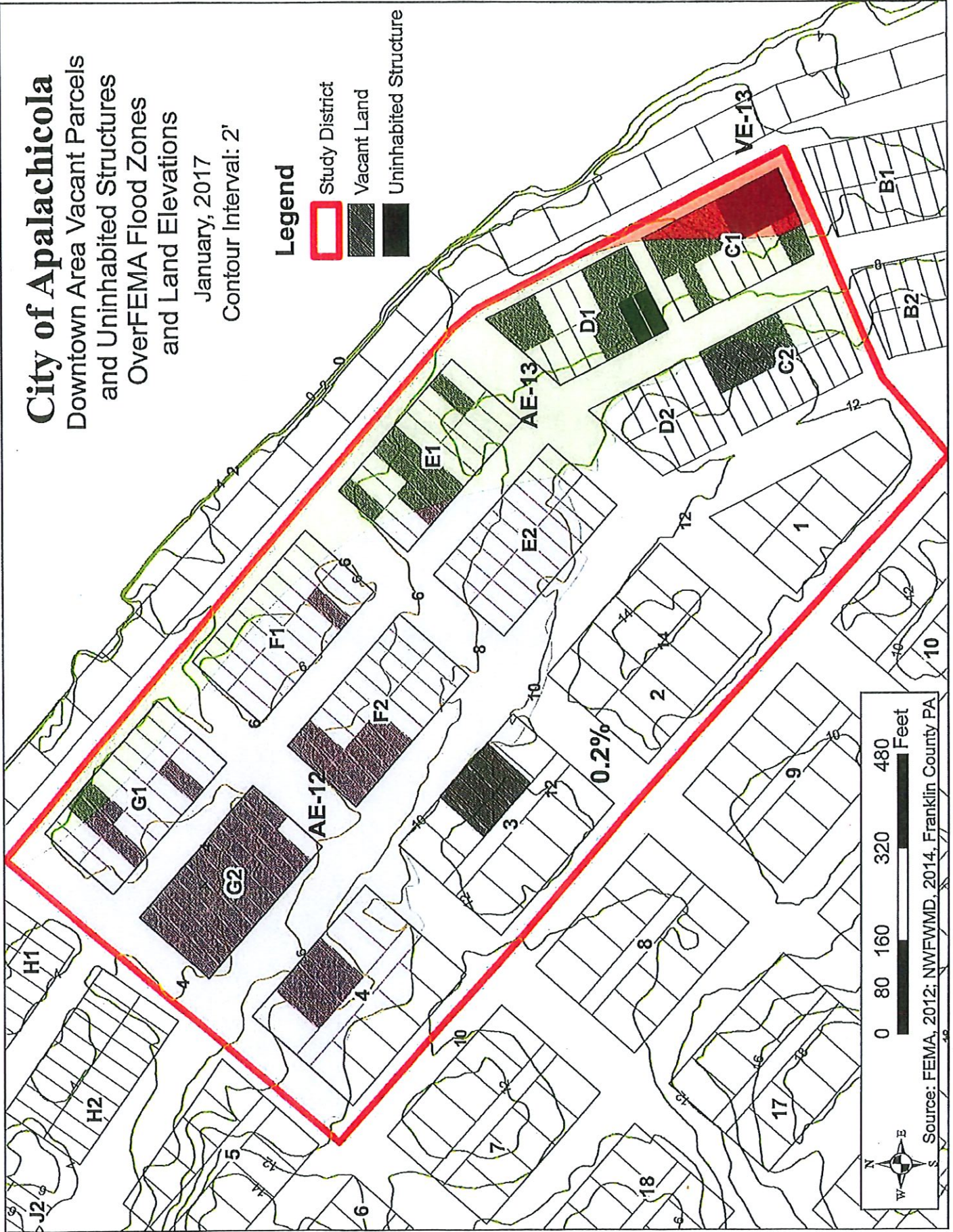
# City of Apalachicola

## Downtown Area Vacant Parcels and Uninhabited Structures and OverFEMA Flood Zones and Land Elevations

January, 2017  
Contour Interval: 2'

### Legend

- Study District
- Vacant Land
- Uninhabited Structure



## Parking Mitigation Plan

Anita Grove

To: Bree Robinson <brobins@cityofapalachicola.com>; Travis Wade <twade@cityofapalachicola.com>; Pamela Erwin <perwin@cityofapalachicola.com>; Cindy Clark <baymedia@fairpoint.net>; Brenda Ash <bash@cityofapalachicola.com>; Despina George <dgeorge@cityofapalachicola.com>; Adriane Elliott <aelliott@cityofapalachicola.com>; Donna Duncan <dduncan@cityofapalachicola.com>

Some people who received this message don't often get email from anitaagrove@gmail.com. [Learn why this is important](#)

I spoke with Betty Webb this morning about the parking mitigation plan. She said yes there is a formal policy that the commission passed. There should be a copy in the Policy books that used to be in Lee's old office. Also, there should be a copy with the Land Development Code book. There is also a map that shows who mitigated parking where so that we did not use the same parking spaces for mitigation twice. It was purposefully flexible because different businesses had different requirements. Cindy knows a bit about the plan also.

Projects she could remember included:

-Water Street Hotel mitigated parking by paving the shoulders and creating parking on Commerce and on Ave I. It is on city property but they paid and arranged for the contractor to complete it. It could not be built until this was arranged.

-Veranda's (Lou's now) created several spots on Avenue D next to People's South Bank on 4<sup>th</sup> Street and they paid \$12,500 that helped pay for the curb cut and rocking the city parking lot behind the old city hall and the old fire station.

-Sam Gilbert paid in funds to create the handicap parking spots at Riverfront park. I'm sure he would remember how much he paid and what he had to do.

Also, if you remember the recent issue with parking on Water Street, I think this is what John Bone was referring to with the spots he said were approved when he opened the businesses.

Betty also said P & Z had to approve the parking plan. Then it was brought to the city if city property was involved.

Parking should come up when people apply for business licenses and/or they expand their business or change the use. I'm concerned that Clayton is ready to open and he does not have or we don't have his parking plan. How many spots does he need?

She said there was a lot of discussion about how much a spot costs. Costs or mitigation actions need to be enough to cover for any years. I know Cindy and I had discussions about the cost which was in the thousands of dollars.

The money was not kept in a separate fund. It was put in general revenue. There was talk about banking the funds in an account for a parking garage in the future but the city got a CDBG and built the large lot one Avenue I and Market Street that is not heavily used.

The next steps in my mind are to find the policy and maps. Decide on a cost per space to mitigate, establish line item in the budget where we keep track of the funds so that we can develop more parking in the future.

Anita