



Planning & Zoning Agenda

September 14th, 2026

Parking Workshop

5:00 P.M.

Sec. 111-288. In general.

(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.
- (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.
- (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.

(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.

Sec. 10-356. Required parking.

- (a) In all districts except UP-1 and UP-2, SCD special character and ASN-A infill/low intensity district, in connection with every residential, commercial, industrial, institutional or any other use, there shall be provided, at the time any new structure is erected, any use of a structure or land is enlarged or increased in density or intensity or any other use established, parking spaces for automobiles in accordance with requirements contained in this article. Conformance with the parking requirements herein shall be for the new use or portion of enlarged use or structure only and not the existing use or structure. Off-street parking facilities shall be provided for all development within the city pursuant to the requirements of this Code. The facilities shall be maintained as long as the use exists that the facilities were designed to serve.
- (b) Off-street parking facilities shall be provided for all development within the city pursuant to the requirements of this Code. The facilities shall be maintained as long as the use exists that the facilities were designed to serve.
- (1) *Joint use facilities and shared parking.*
- a. Nothing in this article shall be construed to prevent the joint use of off-street parking or off-street loading space for two or more structures or uses. An agreement for joint use of parking facilities, in the form of a reciprocal easement acceptable to the office of the city attorney shall be filed with the land use administrator and recorded with the clerk of the circuit court.
- b. No part of an off-street parking area or off-street loading area required for any structure or use for the purpose of complying with the provisions of this chapter shall be included as part of an off-street parking area or off-street loading area similarly required for another building or use, unless the land use administrator determines that the period of peak usage of such buildings or uses will not be simultaneous with each other. An agreement with the city as one of the parties with a right of enforcement for such joint use, in the form of a reciprocal easement acceptable to the city attorney, shall be filed with the land use administrator and recorded with the clerk of the circuit court. The land use compliance certificate covering such approval shall include the requirements that the permit is valid only so long as the conditions described in the application for the permit exist.
- (2) *Compliance with regulations.* The requirements for off-street parking space and loading space applicable to newly erected or substantially altered structures shall be a continuing obligation of the owner of the real estate upon which any such structure is located, so long as the structure is in existence and its use requiring parking or loading, or both, continues. It shall be unlawful for an owner of any structures affected by this article to discontinue, change or dispense with, or cause the discontinuance of such structure, without establishing alternative parking and loading space which meets the requirements of and is in compliance with this article.
- (3) *Methods of providing required parking and loading.* All required parking shall be located on the same lot as the principal use it serves, except as provided in this subsection or Division 4 design review districts of article IV of this chapter. A public parking garage may provide the required off-street parking space required by this chapter. The required parking for a use on a lot may be located on another lot, either by itself or combined as shared parking with other uses, subject to certification by the building official that the following requirements have been met:
- a. The use being served by the off-street parking lot shall be a permitted principal use in the zoning districts within which the lot containing the parking lot is located;
- b. The off-street parking spaces shall be located within 600 feet walking distance of a public entrance to the structure or land area containing the use for which such spaces are required;

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- c. The continued availability of the off-site parking spaces necessary to meet the requirements of this provision shall be ensured by appropriate easement;
 - d. The land area of the off-site parking lot shall be added to the area of the lot containing the land use being served for purposes of determining applicable permitted land use intensities;
 - e. The provision of required off-street parking in an off-site location shall only occur in commercial, office, and industrial districts; and
 - f. Remote off-street parking shall not be separated from the use it serves by an arterial or collector street, or by other similar physical barriers to convenient access between the parking and the use.
- (4) *Historic preservation overlay requirements.* Off-street parking and loading requirements shall not be applicable to the historic preservation overlay area.

(Code 1984, ch. 27, § 14.2; Ord. No. 95-O-0025AA, 9-13-1995; Ord. No. 97-O-0027AA, § 47, 7-8-1997; Ord. No. 04-O-43AA, § 14, 6-23-2004; Ord. No. 05-O-16AA, § 18, 3-30-2005; Ord. No. 13-O-03, § 16, 8-28-2013)

Sec. 46-812. Determination of parking requirement for uses not specifically listed.

The requirements for any uses not specifically listed in the parking space requirements table in section 46-811 shall be derived from the use that most closely approximates the unlisted use.

(Ord. No. 789, art. V, § 2.04(B), 8-11-92)

Sec. 46-813. Computations resulting in fractional number of spaces.

When determination of the number of off-street spaces required by this division results in a fractional space, a fraction of one-half or less may be disregarded, and a fraction in excess of one-half shall be counted as one parking space.

(Ord. No. 789, art. V, § 2.04(C), 8-11-92)

Sec. 46-814. Mixed use.

Where a combination of uses is developed, the parking provided shall be the sum of the various uses computed separately according to section 46-811.

(Ord. No. 789, art. V, § 2.04(D), 8-11-92)

Sec. 46-815. Joint use.

No part of an off-street parking area required for a building shall be included as a part of an off-street parking area similarly required by another building, unless the type of use indicates that **the periods of usage will not overlap or be concurrent with each other** if such a joint parking arrangement is proposed. The applicants must file **a written notarized agreement** assuring the retention of the joint parking arrangement with the application for a building permit.

(Ord. No. 789, art. V, § 2.04(E), 8-11-92)

Sec. 46-816. Location of parking spaces.

All required off-street parking spaces shall be provided on the same lot or parcel, or on a contiguous lot in the same ownership and not separated by a street. **If off-street parking space cannot be reasonably provided on the same site on which the principal use is conducted, the planning and development review board may allow the designation of such spaces which lie within 400 feet of the property line of such principal use. Such vehicle parking space shall be associated with the permitted use, and shall not thereafter be reduced or encroached upon in any manner.**

(Ord. No. 789, art. V, § 2.04(F), 8-11-92)

Sec. 46-817. Authority to grant exemptions for historic properties.

The preservation of any property that has been placed on the local register of historic places, or that is located in an historic district and contributes to the historic character of the district, shall be **grounds for a reduction in or a complete exemption from the parking requirements in this subdivision by the city commission.**

(Ord. No. 789, art. V, § 2.04(G), 8-11-92)

Sec. 5.07. Off-street parking, loading and traffic circulation—Generally.

Off street parking facilities shall be required for all developments within the city pursuant to the requirements of this Code. The facilities shall be maintained as long as the use exists that the facilities were designed to serve. Nothing in this section shall be construed to require paving of parking areas, except as provided for handicapped parking areas in subsection 5.08(e). This section shall not apply to development or redevelopment located in the rectangle bounded by Baltzell Avenue, First Street, Long Avenue and Cecil G. Costin Boulevard and shall not apply to property located within a commercial or mixed use zoning category adjacent to Martin Luther King Boulevard.

(Ord. No. 490, §§ 1, 2, 8-20-13; Ord. No. 534, § 7-18-17)

Sec. 5.08. Same—Required parking spaces.

- (a) *Number.* The following list specifies the required number of off-street automobile parking spaces for various types of developments. When determination of the number of the off-street spaces required by this Code results in a fractional space, the fraction of less than one-half may be disregarded, and a fraction of one-half or greater shall be counted as one parking space.

[List omitted from this report for length; see full list online [here](#).]

- (b) *Uses not specifically listed in matrix.* The number of parking spaces required for uses not specifically listed in the matrix shall be determined by the development approval authority, which shall consider the requirements for similar uses and appropriate traffic engineering and planning data, and shall establish a minimum number of parking spaces based upon the principles of this Code.
- (c) *Treatment of mixed uses.* Where a combination of uses is developed, parking shall be provided for each use as prescribed by subsection (a) above; however, the city recognizes that shared parking is often inherent in mixed use developments which include one or more uses that are complementary, ancillary and support other activities and will consider specific data and analysis provided by the applicant in determining the required number of parking spaces. The applicant must show that if the number of parking spaces approved prove to be insufficient, they can and will correct the situation by adding the number of spaces needed to meet the city's minimum standards. The planning and development review board shall approve or deny a request for a waiver of the minimum number of parking spaces.
- (d) *Size of parking spaces.* All parking spaces shall be a minimum of nine feet in width and 18 feet in length, with the exception of handicapped parking spaces, which are discussed in the following subsection.
- (e) *Handicapped parking spaces.* Any parking area to be used by the general public shall provide suitable, marked parking spaces for handicapped persons. The number, design, size and location of these spaces shall be consistent the requirements of F.S. § 316.1955 or succeeding provisions. Parking spaces required for the handicapped shall not be counted as a parking space in determining compliance with subsection (a) of this section. All parking spaces for the handicapped shall be paved.
- (f) *Parking for nonmotorized vehicles (bicycles).* [Reserved.]
- (g) *On-street parking.* Redevelopment of a parcel which previously used on street parking may continue to use on street parking provided that the new use does not significantly increase the number of parking spaces required.
- (h) *[Proportional share contribution.]* In the event that the city begins acquisition and improvement of property for public parking and development of a parcel of land is proposed which cannot meet the requirements of this section because of lot size or other constraints, the developer may satisfy the obligations hereunder by

contribution to the city for public parking purposes in accordance with the procedures to be established by the city to determine proportionate share contributions toward mitigation of parking requirements.

All new development, exempting single-family residences, shall provide an appropriate amount of parking area for nonmotorized vehicles. The development approval authority shall have discretion in determining the required amount of parking area.

Sec. 54-491. Location of parking facilities generally.

Off-street parking facilities required by this article shall be located upon the same plot or parcel of land such facilities are intended to serve, or upon a plot of land, the nearest property line of which is located within 600 feet air line measurement of the nearest property line it is intended to serve, in instances of off-street parking facilities not contiguous to the parcel of land such facilities are intended to serve. The owner shall furnish to the development administrator a binding legal agreement assuring that the parking facilities will remain available as long as the facility that they are intended to serve exists. All off-street parking facilities required under this article shall be located on property whereon such off-street parking use is a permissible use and shall be designed, developed and maintained in accordance with all applicable provisions of this article.

(Ord. No. 90-13, § 09.01, 8-7-1990; Ord. No. 2001-06, § 2(09.01), 11-6-2001)

Sec. 54-492. Utilization of yards for parking facilities.

- (a) *Residential districts.* In all residential districts, required parking spaces for single-family and two family dwellings may be permitted in any setback areas or yards and shall be counted as meeting off-street parking requirements, except that, within a required front yard, all parking shall be located in a driveway or turn-around.
- (b) *Other districts.* In all districts for all other permitted uses, approved permitted uses with site plan review or approved special exception uses, required front, street side or street rear yards may be used for off-street parking, except as limited herein. A maximum of 80 percent of a required front yard may be used for off-street parking. Parking area surfaces shall not extend closer than five feet to any abutting side or rear property line.

(Ord. No. 90-13, § 09.02, 8-7-1990; Ord. No. 2001-06, § 2(09.02), 11-6-2001)

Sec. 54-493. Size of parking spaces.

Each parking space required and provided pursuant to the provisions of this division shall not be less than nine feet in width and 19 feet in length.

(Ord. No. 90-13, § 09.03, 8-7-1990; Ord. No. 2001-06, § 2(09.03), 11-6-2001)

Sec. 54-494. Handicapped parking.

Every parking area designed to serve a use available for the public shall provide spaces measuring 12 feet in width by 19 feet in length and designate such spaces as "handicapped parking." The placement of such spaces shall be convenient to the entrance of the principal building and shall be designed so that the handicapped person need not go around the vehicle to get to a curb cut. One space per each 25 parking spaces or portion thereof shall be provided. In no case shall more than four spaces per principal use be required. The number and placement of such handicapped parking shall be the subject of development plan review.

(Ord. No. 90-13, § 09.04, 8-7-1990; Ord. No. 2001-06, § 2(09.04), 11-6-2001)

Sec. 54-495. Access to parking area.

The plan for ingress and egress to and from the off-street parking area and landscaping shall be subject to the approval of the city. No curbs or sidewalks may be cut or altered in any manner without a permit from the city

and all other applicable county or state agencies. Minimum width of an aisle designed and intended for the maneuvering of an automobile into a parking space shall be in conformance with the accompanying illustration. The parking plan must be so arranged that each automobile may be placed and removed from the parking space assigned thereto and taken to and from the property without the necessity of moving any other automobile to complete the maneuver. No access or egress way shall be closer than 30 feet to an existing street intersection.

(Ord. No. 90-13, § 09.05, 8-7-1990; Ord. No. 2001-06, § 2(09.05), 11-6-2001)

Sec. 54-496. Identification of parking spaces.

Each parking space required and provided pursuant to the provisions of this division shall be distinguished and separated from adjoining parking spaces by means of three-inch painted stripes. It shall be the responsibility and obligation of the owner or operator of any building, structure or use affected by this division to maintain such identification markings so that parking spaces at all times are distinguishable from one another.

(Ord. No. 90-13, § 09.06, 8-7-1990; Ord. No. 2001-06, § 2(09.06), 11-6-2001)

Sec. 54-497. Number of parking spaces required.

- (a) There shall be provided at the time of the construction of any main building or structure, or at the time any main building or structure is enlarged or increased in capacity, or at the time any use or occupancy of an existing building is changed to a use or occupancy which increases the requirements for off-street parking, minimum off-street parking facilities with adequate provisions for ingress and egress, in accordance with the requirements of this section and the schedule of off-street parking requirements, as prescribed in this division.
- (b) When units or measurements determining number of required off-street parking spaces result in requirement of a fractional space, any such fraction equal to or greater than one-half shall require a full off-street parking space.

(Ord. No. 90-13, § 09.07, 8-7-1990; Ord. No. 2001-06, § 2(09.07), 11-6-2001)

Sec. 54-498. Combined parking facilities.

Nothing in this division shall be construed to prevent collective provision for, or joint use of, off-street parking facilities for two or more buildings or uses by two or more operators, provided that the total of parking spaces when combined or used together shall not be less than the sum of the requirements of the several individual uses computed separately in accordance with this division.

(Ord. No. 90-13, § 09.08, 8-7-1990; Ord. No. 2001-06, § 2(09.08), 11-6-2001)

Sec. 54-502. Schedule of off-street parking requirements.

- (a) The schedule of off-street parking requirements is as follows:
[Table omitted from this report for length; see the full table online [here](#).]
- (b) The number of required off-street parking spaces may be reduced as follows:
 - (1) *Reduction in number of required off-street parking spaces for multifamily housing for the elderly and handicapped.*

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- a. The definition of multifamily housing for the elderly and handicapped for the purpose of determining required parking spaces is as follows: Residential development occupied exclusively by elderly or handicapped persons as either tenants or owners. To qualify as an elderly or handicapped person or family, the occupants must meet one or more of the following definitions:
1. *Elderly person* means a person who is 62 years of age or over.
 2. *Handicapped person* means any person who is 18 years of age or over and who has an impairment or a developmental disability which is expected to be of a long-continued and indefinite duration and is a substantial impediment to his or her ability to live independently or to operate an automobile.
 3. *Elderly or handicapped family* means:
 - i. A family of two or more persons, one of whom is elderly or handicapped;
 - ii. The surviving members of any family described in subsection i. above living with the elderly or handicapped member of the family at the time of his or her death; or
 - iii. Two or more elderly or handicapped persons living together or one or more such persons living with an individual who assists in their care.
- (2) *Reduction in number of required paved off-street parking spaces.* The project site plan must demonstrate that the total number of off-street parking spaces required for multifamily dwellings can be provided. However, only 0.75 parking space per dwelling unit is required to be installed. Of this required amount, a minimum of 0.5 parking space per dwelling unit shall be surfaced with a hard, dustless material. The remaining 0.25 parking space per dwelling unit and any additional spaces provided may be surfaced with grass or other permeable material. The balance of the area required for off-street parking may be left in its natural state but must be available for additional off-street parking if the facility changes to multiple-family uses for the nonelderly or nonhandicapped. If housing for the elderly and/or handicapped changes to multiple-family uses, then the full provisions of off-street parking shall be met for such multiple-family use prior to any multifamily occupancy on a multiple-family basis.

(Ord. No. 90-13, § 09.12, 8-7-1990; Ord. No. 2001-06, § 2(09.12), 11-6-2001; Ord. No. 2008-03, § 1, 4-1-2008)

7.01.04 Parking Standards and Parking Lot Design

A. Parking space requirements

1. Minimum off-street vehicular parking spaces must be provided at the time of the construction of the principal building or at the time of the conversion of a building having a previously existing use to a more intensive use of the same property.
2. The minimum number of parking spaces must conform to the standards in Table 7.01.04(A) and may not exceed the parking ratio by any greater than 10%.
3. Due to the nature and character of properties within the Central Business District (C-3) and the Amelia River Waterfront Community Redevelopment Area waterfront lots containing Industrial Waterfront (I-W) or Waterfront Mixed Use (W-1), the provision of off-street parking will not be required, except for triplex and multi-family dwelling units, lodging accommodations and bed and breakfast inns.
 - a. For Triplex and Multi-family dwellings, off-street parking must meet the Supplemental Standards in Section 6.02.32. Single Family and Duplex dwelling units shall meet the standards of the underlying zoning districts.
 - b. For lodging accommodations and bed and breakfast inns the off- street parking requirements must be satisfied within 1,000 feet of the property involved and as otherwise required under this chapter and any applicable Supplemental Standards.
4. To support redevelopment and adaptive reuse of properties within the 8th Street Mixed Use Overlay/MU-8 Zoning District, some or all required parking may be achieved through a fee in lieu payment to support the City's creation of on-street parking improvements.
5. Calculation of required parking
 - a. Where floor area determines the amount of off-street parking required, the floor area of a building must be the sum of the gross horizontal areas of every floor of the building, using exterior wall dimensions.
6. Where the number of seats determines the amount of off-site parking, the parking space calculation is based on the maximum occupancy load established for the building by the Fire Marshal.
7. Requirements for off-street parking for uses not specifically mentioned in this chapter must be the same as required for the use most similar to the one sought.
8. Any development adjacent to a public beach access must be prohibited from interfering in any manner with the public use of the beach access, including but not limited to blocking the parking, removing parking, or interfering with the normal flow of traffic within the beach access area.
9. Up to two (2) on-site internal non-illuminated signs per business may be allowed to designate specific on-site parking areas. Signs are exempt from permitting requirements and are limited to four (4) square feet and no tall than eight (8) feet.

Table 7.01.04(A). Parking Space Requirements

[Table omitted from this report for length; see the full table online [here](#)].

¹ If a marina features a boat-launching ramp; at least fifty percent (50%) of the required parking spaces shall be designed to accommodate both a vehicle and boat trailer.

² Consistent with LDC policy 8.01.02(D)(4), Dwellings units within the CRA must provide two (2) spaces per dwelling unit on-site but are permitted the following exceptions: all units 1,000 sq. ft or under are only required to provide one (1) space per dwelling unit on-site and all units 1,001-1,250 sq. ft are only required to provide one and one-half (1.5) spaces per dwelling unit on-site.

³ Triplex and multi-family dwelling units located in the Central Business District/ C-3 zoning and not within the CRA are required to provide parking as consistent with the supplemental standards directed in LDC Section 6.02.33.

B. Parking Flexibility — This section recognizes that minimum parking requirements, in certain circumstances, may result in excess provision of parking. Excess parking supply results in the inefficient use of land at the expense of additional landscaped areas, civic space, enhanced site design or building area and the reduction in subsequent tax revenue and employment opportunities. Therefore, **off-street parking requirements may be met through additional and alternative measures provided in this subsection.** These measures shall be requested during site plan review.

1. Shared Parking Provisions

a. **Shared parking may be applied when land uses have different parking demand patterns and can use the same parking spaces/areas throughout the day or night.** Shared parking may also be applied when an existing development can demonstrate excess parking. Factors evaluated to establish shared parking arrangements shall include operating hours, seasonal/weekly/daily peaks in parking demand, the site's orientation, location of access driveways, accessibility to other nearby parking areas, pedestrian connections, distance to parking area, and availability of parking spaces.

b. Shared parking is subject to an agreement that addresses the following:

1. The agreement is valid only as long as the conditions described in the application for the shared parking exist, the City must be a party identified in the agreement requiring a signature from the City Manager, and **the agreement must be in a form acceptable to the City Attorney recorded with the Nassau County Clerk of Courts.**

2. A copy of the recorded agreement shall be submitted to the City Attorney and City Manager within ten (10) days of its recording.

2. Off-Site Parking — **Up to 50% of the overall required parking may be met in off-site parking areas through a shared parking agreement.** The off-site parking area must be located **within 600 feet walking distance of the structures' nearest public entrance.** A pedestrian connection providing a safe, well-lit walking environment shall be required. No more than two (2) off-site non-illuminated signs per business shall be allowed in order to designate or direct use of off-site parking spaces. Signs are exempt from permitting requirements and are limited to four (4) square feet and no taller than eight (8) feet.

3. Existing Sites — If the parking deficit on an existing site is within 20% of the required additional parking generated by proposed alterations or expansions in use then those spaces may be provided in unimproved parking areas.

4. Valet Parking — On-site or off-site valet parking is permitted. All off-site locations shall require a recorded parking agreement, meeting the requirements for shared parking arrangements. Motor vehicles may be stacked for valet operations.

5. The City may require, or an applicant may request, the **elimination of up to 20% of the required parking spaces in order to preserve specimen trees.** The site plan shall show the location of all required parking and the spaces eliminated to preserve the trees.

6. On-Street Parking — The City Manager may grant a parking waiver for **use of on- street parking spaces immediately adjacent to the site** of a commercial use, **not to exceed 10% of the required parking spaces** when the following conditions exist:

a. On-street parking is permitted on both sides of the right-of-way;

b. Sufficient improved right-of-way width is evidenced and maintained;

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- c. A linear length of at least 25 feet along the right-of-way for each alternative space;
 - d. On-street spaces shall not be located closer than 30 feet from an intersection or 15 feet from a driveway;
 - e. The maximum utilization of other off-street parking alternatives for the commercial site shall be implemented prior to the granting of a parking waiver.
- C. Parking lot design requirements
- 1. All parking areas shall be arranged for convenient access and safety of pedestrians, bicyclists, and vehicles. All new non-residential development parking lots shall be located in the side or rear of buildings. All non-residential redevelopments shall incorporate strategies for masking parking areas and creating a more pedestrian-oriented environment whereby the majority of required parking is screened through landscaping or other design strategies.
 - 2. Parking Material: At least twenty (20%) percent of new parking areas and drive aisles must incorporate alternate paving materials such as: decorative pavers, bricks, scored concrete, or paving patterns. Use of grass or alternate lawn surface as parking material may be considered for up to one-third (1/3) of the required off-street parking facilities. All accessible spaces must be designed to comply with all requirements set by ADA. Large-scale commercial development must conform to the standards set forth in section 6.04.01.
 - 3. All parking areas shall be adequately drained and maintained in a dust-proof condition. All non-residential developments parking lots shall incorporate the use of Low Impact Development (LID) facilities such as use of pervious paving materials or pervious pavers, open section drainage, vegetative swales, and bio retention basins that exhibit unique design characteristics. The design of the parking lot shall be incorporated into the development's stormwater management plan.
 - 4. Parking areas shall be designed with consideration given to future shared parking arrangements. All non-residential site developments shall be designed to allow for vehicular cross accesses to adjacent non-residential properties. Where there are existing stub-outs on adjoining properties, the site under review shall complete the connection. The cross access must be designed to the same standards as internal circulation within the parking and circulation area.
 - 5. If the parking area is artificially lighted:
 - a. All lighting shall be designed, arranged, and constructed such that no source of such lighting is visible from any adjoining or nearby property used or zoned for residential purposes.
 - b. All lighting shall be designed, arranged, and constructed to shield public roadways and all other adjacent properties from direct illumination.
 - c. For all areas adjacent to beach areas, the lighting shall be designed, arranged, and constructed consistent with Section 3.05.02 of the LDC regarding outdoor lighting in beach areas.
 - 6. Individual spaces and internal aisles shall be designed according to the standards below:
 - a. Parking space dimensions shall be a minimum of nine (9) feet by eighteen (18) feet.
 - b. The number, design, and location of accessible parking spaces shall comply with the ADA standards for accessible design.
 - c. The minimum width for a one-way internal aisle shall be twelve (12) feet, and the minimum width for a two-way internal aisle shall be twenty-two (22) feet.
 - 7. When drop-off areas are provided, the drop-off area shall be fully separated from driveways and parking areas. The separate drop-off area shall allow a person to enter or exit a vehicle directly to a sidewalk abutting the entrance to an establishment.

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8. The atmosphere of parking lots for all non-residential developments is intended to be park like and shall comply with all landscaping provisions for parking areas contained in LDC Section 4.05.06. All parking areas shall be designed with landscaping and buffering which serve to reduce heat-island effect.

D. Pedestrian circulation

1. Large retail development projects shall provide parking areas that enhance pedestrian safety, efficiency, and connectivity with a clear definition between vehicular areas and pedestrian walkways.
2. Pedestrian and vehicular circulation systems are required to be adequately separated for pedestrian safety. Pedestrian connectivity between building entrances and parking areas shall be clearly indicated through the use of landscaped areas; walkways made of materials such as scored concrete, pavers, or bricks; or paint striping.
3. Internal pedestrian walkways, located between two (2) rows of parking spaces and not in the vehicular aisles, shall be provided at focal points of pedestrian activity, such as store entrances. Additionally, such walkways shall be at least five (5) feet wide and shall include landscaping adjacent to the walkways.
4. New and redeveloping non-residential properties shall, where feasible, be required to provide or enhance pedestrian connectivity to adjacent residential neighborhoods.
5. New and redeveloping non-residential properties shall, where feasible, be required to establish pedestrian connections to the transportation network including but not limited to, sidewalks, bike lanes or trails, or transit systems.

September 14, 2026

Parking Ordinance Revisions for Discussion & Consideration

1. Create a dedicated “parking requirements” section:

- a. Remove the current parking requirements information from Sec. 111-288 In General and create a dedicated Sec. 111-295 Parking Requirements.
- b. Retain Sec. 111-294 Parking Mitigation as-is or, if desired, consider incorporation into the new Parking Requirements section.

2. Codify the “parking plan” application and review process:

- a. Clarify the following:
 - i. What is a parking plan?
 1. Address in a subsection of Sec. 111-295 Parking Requirements or create Sec. 111-296 Parking Plans.
 - ii. What material must be submitted with a parking plan?
 1. Address in a subsection of Sec. 111-295 Parking Requirements or create Sec. 111-296 Parking Plans.
 - iii. Who reviews the parking plan?
 1. Amend Sec. 101-60 Planning and Zoning Board.
- b. Currently, the procedure the City uses to review and approve parking plans is not explicitly reflected in the Code of Ordinances.

3. Increase location of off-street parking distance limit:

- a. 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 [____] feet of the principal building or structure.
 - i. 650 feet, 750 feet, etc. Current limit is 500 feet.

4. Consider changes to how parking minimums are calculated:

- a. For example, the required number of parking could be calculated based on gross floor area of the building, or maximum occupancy of the building, rather than a combination of amount of staff and tables/stools.

5. Consider changes to limits on the maximum number of spaces available under current waivers:

- a. **Historic structure restoration waiver:**

- i. Current: May request waiver of up to 100 percent of the required on-site parking not to exceed eight spaces.
 - ii. Option: May request waiver of up to 100 percent of the required on-site parking ~~not to exceed eight spaces.~~
 - 1. Or increase to ten spaces, twelve, etc.
- b. **Paid parking mitigation** (§ 111-294):
 - i. Current: Mitigation may be used to offset up to half of the required parking spaces for a development.
 - ii. Option 1: Mitigation may be used to offset 100 percent ~~up to half of~~ the required parking spaces for a development.
 - iii. Option 2: Mitigation may be used to offset up to 75 percent ~~half of~~ the required parking spaces for a development.

6. Consider “shared parking agreements” between private property owners:

- a. Utilize differences in the hours of operation of businesses in the C-1 district to share parking spaces.
 - i. “Parking for business X available here after 5:00 p.m. Mon-Fri.”
 - ii. “Parking for business Y available here before 11:00 a.m. Sat-Sun.”
- b. In addition, consider associated:
 - i. Signage requirements.
 - ii. Legal requirements: notarized agreement, recorded easement, other dedication?

