

AT THE REQUEST OF THE CITY COMMISSION

ORDINANCE NO. 2010-24

AN ORDINANCE OF THE CITY OF DADE CITY, FLORIDA SUBSTANTIALLY AMENDING ORDINANCE NO. 361 AS IT SETS FORTH OFF-STREET PARKING REQUIREMENTS; PROVIDING FOR GENERAL REQUIREMENTS; SPECIFYING RESIDENTIAL, COMMERCIAL, AND INDUSTRIAL PARKING FACILITIES; PROVIDING FOR ALTERNATIVE COMPLIANCE STANDARDS; PROVIDING FOR LOADING AND UNLOADING SPACE; PROVIDING FOR PEDESTRIAN FACILITIES; PROVIDING STANDARDS FOR DRIVE-IN AND DRIVE THROUGH FACILITIES; PROVIDING FOR ACCESS STANDARDS; PROVIDING FOR SEVERABILITY, CODIFICATION, REPEALER, AND AN EFFECTIVE DATE.

WHEREAS, City staff has reviewed Ordinance No. 361, the Dade City Zoning Ordinance to update and substantially revise provisions regarding off-street parking requirements; and

WHEREAS, City staff recommends the following revisions to Ordinance No. 361 to create standards for provision of off-street parking, loading, and access requirements for residential, commercial and industrial uses.

NOW, THEREFORE, BE IT ENACTED AND ORDAINED BY THE CITY COMMISSION OF DADE CITY, FLORIDA, AS FOLLOWS:

Section 1. All language set forth in Ordinance No. 361 pertaining to off-street parking, loading, and access is hereby repealed and substantially amended as follows:

A. General Regulations.

1. Off-street parking, loading, and unloading facilities shall be provided to lessen congestion in the streets. The facilities required herein shall be available throughout the hours of operation of the particular business or use for which such facilities are provided.

As used herein, the term "parking space" includes either covered garage space or uncovered parking lot space located off the public right-of-way.

2. Each standard parking space shall consist of not less than an average of 288 square feet of usable area for each motor vehicle, including interior driveways, driveways connecting the garage or parking space with a street or alley. Notwithstanding the above, all parking spaces shall be ample in size for the vehicles for which use is intended. The

net standard parking space per vehicle shall be not less than nine (9) feet wide and eighteen (18) feet long.

3. Commercial and industrial parking may be at a ratio of seventy-five (75) percent full-size to twenty-five (25) percent compact parking spaces. Compact parking spaces shall not be less than eight (8) feet wide and seventeen (17) feet long.

4. A garage or carport may be located wholly or partly inside the walls of the principal building, or attached to the outer walls. If separated from the principal building, the garage shall conform to all accessory building requirements. The garage may be constructed under a yard or court.

5. Parking spaces may be located on a lot other than that containing the principal use only with the approval of the Development Review Committee.

6. Surfacing: Any off-street parking area shall be graded for proper drainage and shall be surfaced so as to provide a durable and dustless surface including, but not limited to, a gravel, concrete, or bituminous concrete surface, and shall be so arranged as to provide for orderly and safe parking and storage of vehicles. Non-pervious or grass surfaces may be used for churches or other land uses that utilize temporary parking.

7. Lighting: Any lighting used to illuminate any on- or off-street parking area shall be so arranged as to reflect the light away from adjoining residential premises and public right-of-way.

8. There shall be adequate provision for ingress and egress to all parking and loading spaces designed for use by employees, customers, delivery services, sales people, and/or the general public. Where a parking or loading area does not abut on a public right-of-way, or private alley or easement of access, there shall be provided an access drive per lane of traffic; and not less than eighteen (18) feet in width in all cases where the access is to storage areas or loading and unloading spaces required hereunder.

B. Parking Facilities Required.

Any structure or building hereafter erected, converted, or enlarged for any of the following uses, or any open area hereafter used for commercial or professional office purposes, shall be provided with not less than the minimum spaces as set forth below, which spaces shall be readily accessible to the uses served thereby.

Fractional numbers of parking spaces shall be increased to the next whole number.

1. *Residential Parking*

A. All residential units, including multi-family units, shall be provided with two (2) off-street parking spaces per dwelling unit.

B. Adult congregate living facility: One (1) space for each facility vehicle and one space for each employee on the largest shift, plus one (1) space for each three (3) beds.

C. Residential units in combination with permitted commercial or professional office uses shall provide parking spaces as required if both uses were established separately.

D. Boarding or rooming houses, hotels, motels, bed and breakfast, and tourist houses shall be provided with at least one (1) parking space for each guest room. If a restaurant in connection with the above is open to the public, the off-street parking facilities shall not be less than those required for restaurants, in addition to those required for guest rooms.

E. Swimming pool, community: One (1) parking space for each 200 square feet of water surface area. When accessory to a clubhouse or recreation center, one space for each 200 square feet of the structure only.

2. Commercial Parking

A. Theaters, auditoriums, churches, schools, stadiums, bingo halls, or any other place of public or private assembly: At least one (1) parking space for each four (4) seats provided for public or private assembly.

B. Retail stores and other places for trade or business including shopping centers and malls: One (1) vehicle space for each 300 square feet of gross floor area.

C. Flea markets: One (1) space for each 200 square feet of gross floor area, plus one (1) space for each vendor.

D. Food markets and grocery stores: One (1) vehicle parking space for each 250 square feet of gross floor area.

E. Restaurants, tearooms, and cafeterias, including taprooms, taverns, and nightclubs: One (1) vehicle space for each 150 square feet of public occupancy floor area.

F. Bowling alley: Three (3) vehicle spaces for each alley.

G. Office building: At least one (1) parking space for each 300 square feet of gross floor area.

H. Automobile repair garage and gasoline service stations: At least one (1) parking space for each 400 square feet of gross floor area. No parking shall be permitted on the public rights-of-way.

I. Hospitals, hospices, and sanitariums: At least one (1) parking space for each three (3) beds. Such spaces shall be in addition to those necessary for doctors, administrative personnel, and other regular employees. One (1) parking space shall be provided for each employee on the largest shift.

J. Day-care centers: One (1) space for each employee and one (1) space for each facility vehicle, plus one (1) for each fifteen (15) attendees if adequate drop-off facilities

are provided. Drop-off facilities must be designed to accommodate a continuous flow of passenger vehicles to load and unload attendees safely. The adequacy of drop-off facilities proposed shall be determined during site plan review based on standard traffic safety principals.

K. Other commercial buildings: At least one (1) parking space for each 400 square feet of gross floor area.

L. Drive-thru restaurants: One (1) space for each 150 square feet of gross floor area including outside seating area.

M. Dance halls, roller rinks, clubs, lodges, and other similar places: At least one parking space for each 200 square feet of gross floor area.

N. Commercial swimming pool: At least one (1) parking space for each three (3) persons for whom facilities for dressing are provided; or at least one (1) parking space for every 120 square feet of water surface, including areas for swimming, wading, and diving, whichever requirement is the greater.

O. Open areas used for commercial purposes:

1. Golf driving range: At least one (1) parking space for each two (2) tees provided.
2. Golf courses: At least two (2) parking spaces for each hole.
3. Miniature golf: At least one (1) parking space for each two (2) holes.
4. Other open areas: At least one (1) parking space for each 2,500 square feet of gross area devoted to the activity.
5. The parking requirements listed in a. through d. above are in addition to the parking requirements for any other uses proposed on-site (restaurant, pro shop, clubhouse, etc.).

P. Mortuaries, funeral homes, and undertaking establishments: At least one (1) parking space for each 100 square feet of floor area for public use. Such space shall be in addition to:

1. Employee parking needs; and,
2. A service area for mobile equipment, such as hearses and ambulances.

Q. Home occupations: At least two (2) parking spaces for the resident and two (2) parking spaces for patron use.

3. *Industrial Parking*

These regulations shall apply to industrial expansion and industrial installations erected after the effective date of this Ordinance. Off-street parking shall be provided on the premises in accordance with the following schedule:

A. Industrial and manufacturing establishments: One (1) vehicle parking space for each two (2) employees on the combined major and next largest shift.

B. Truck terminals and wholesale warehouses: One (1) parking space for each two (2) employees on the combined major and next largest shift.

C. Visitors and salespersons: Space shall be provided in addition to the above parking requirements according to the specific needs.

C. Alternative Compliance

1. Combined Off-Street Parking

Two (2) or more owners or operators of buildings or uses requiring off-street parking facilities may make collective provision for such facilities, provided that the total of such parking spaces when combined or used together shall not be less than the sum of the requirements computed separately.

2. Combined Off-Street Loading

Collective, joint, or combined provisions for off-street loading facilities for two (2) or more buildings or uses may be made, provided that such off-street loading facilities are equal in size and capacity to the combined requirements of the several buildings or uses and are designed, located, and arranged to be usable by such uses.

3. Shared Parking Plan

If a property owner in a business district believes that the full number of off-street parking spaces required by this section is not necessary to provide adequate off-street parking for the proposed use because of unique characteristics of the site or the proposed uses; or desires to share parking spaces with nearby uses in a manner that is not authorized by subsection this section, or desires to have two or more adjacent properties considered as a single parcel for purposes of compliance with parking requirements, and the sum of the available parking on such lots is sufficient to meet the sum of the minimum off-street parking requirements for each use on such properties, the property owner may apply to the City for approval of a shared parking plan. The City may approve such an application, or approve it with modifications, if it is determined the shared parking plan provides adequate off-street parking for the proposed uses, and would not significantly increase on-street parking in the area. The City may condition the approval of a shared parking plan on the applicant adopting restrictions on hours of operation of one or more participating use in order to ensure that the shared parking is adequate for anticipated needs.

4. Agreements

Any use of any of the parking or loading alternatives identified in this section, *Alternative Compliance*, shall be subject to the filing of a deed restriction satisfactory to the City Attorney ensuring that such off-street parking or loading will be maintained in the future so long as a use or uses requiring such off-street parking or loading continue. If all or a portion of the parking required to serve a use is located on a property under different ownership, the City may require the execution of an agreement among the property owners involved as a pre-condition to approval of the requested parking alternative, and may record such agreement in the title records of the properties involved.

D. Loading and Unloading Space.

1. In addition to the off-street parking space required above, any building erected, converted, or enlarged in any district for commercial, office building, manufacturing, wholesale, hospital, or similar uses, shall provide adequate off-street areas for loading and unloading of vehicles. The minimum size loading space shall be fifty (50) feet in depth, twelve (12) feet in width, with an overhead clearance of fourteen (14) feet.
2. All commercial and industrial establishments shall provide loading and unloading and commercial vehicle storage space adequate for their needs. This required space will be provided in addition to established requirements for patron and employee parking.
3. In no case where a building is erected, converted, or enlarged for commercial, manufacturing, or business purposes shall the public right-of-way be used for parking or loading and unloading of materials.

E. Pedestrian Facilities

Pedestrian pathways shall be provided in off-street surface parking lots with ten (10) or more parking spaces, in accordance with the following standards:

1. Pedestrian crosswalks, at least ten (10) feet in width, either raised above the adjacent pavement, striped, or otherwise designated through the use of alternative materials, shall be located between all primary building entrance(s) and the parking areas serving those entrances; and
2. Within parking lots of 10 or more spaces, improved pedestrian pathways with a minimum width of three (3) feet, located in continuous landscaped parking islands, shall be provided at least every fourth (4th) row of parking spaces.

F. Drive-In and Drive-Through Facilities and Lanes

1. Drive-in facilities (e.g., order stations, pick-up windows, bank teller windows, money machines, etc.) shall be located on the side or rear of principal structures to minimize their visibility from public streets.
2. To the maximum extent practicable, drive-in lanes shall not be located between the principal structure and adjacent public streets or sidewalks, or other public gathering places (such as a park or a bus stop). If this is not possible, drive-in lanes and facilities shall be set back a minimum of 20 feet from any adjacent public street or sidewalk or other public place. The entire 20-foot setback shall be landscaped and bermed to screen the drive-in lane and facility from adjacent streets and block the exhaust from idling automobiles.

Car wash facilities and gas station auto service bays shall be located on the side or rear of principal structures to minimize their visibility from public streets.

3. In addition to any screening required by the City's Landscape codes, drive-in lanes adjacent to residential uses shall be separated from such uses by an opaque wall at least six (6) feet high, located so that required buffer landscaping is between the wall and the adjacent residential use.

4. Primary Drive Aisles

Primary drive aisles are required within off-street surface parking lots of 300 or more spaces, and shall be configured to appear as an extension of the public street network through the provision of:

- a. Sidewalks, parallel to the building façade located along both sides of the aisle;
- b. At least one designated crosswalk connecting the sidewalks near the primary entrance of each building served;
- c. Canopy trees, spaced no less than 40 feet on center, located on both sides of the aisle, within 3 feet of the curb, and extending the full length of the aisle;
- d. Designated parallel parking spaces on both sides of the drive aisle; and
- e. A road crown in the center of the aisle to encourage positive drainage and to simulate a public street.

G. Access to Off-Street Parking and Loading Area.

Access to and from all off-street parking, loading, and vehicle service areas along public rights-of-way shall consist of well-defined separate or common entrances and exits and shall comply generally with Florida Department of Transportation Policy and Guidelines for Vehicular Connections to Roads on the State Highway System (1985 Edition) or in accordance with a corridor specific access management plan adopted by the City Commission.

H. Other Off-Street Parking.

Requirements for off-street parking for uses not specifically mentioned shall be the same as provided for the use most similar to the one sought.

Section 2. Repealer. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

Section 3. Severability. That if any section, sentence, clause, or phrase of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portions of this ordinance.

Section 4. Inclusion in Code. It is the intent of the City Commission that the provisions of this Ordinance shall become and be made apart of the Dade City Land Development Code, and that the sections of this Ordinance may be renumbered or re-lettered and the work "ordinance" may be changed to "section", "article", "regulation" or such other appropriate word or phrase in order to accomplish such intensions.

Section 5. Effective Date. This ordinance shall take effect as provided in the City Charter and Chapter 163, Florida Statutes.

The foregoing Ordinance No. 2010-24 was read and passed on introduction on June 22, 2010, and read and approved following public hearings in open and regular meeting by the City Commission of Dade City, Florida on the 13th day of July, 2010 and the 27th day of July, 2010.

ATTEST:

CITY OF DADE CITY, FLORIDA

By: James D. Class
James D. Class, City Clerk

By: Scott Black
Scott Black, Mayor

Approved as to legal form and content
Karla S. Owens
Karla S. Owens, City Attorney