

Culver, Matt

From: Culver, Matt
Sent: Friday, September 18, 2009 11:56 AM
To: Carson-Citta, Valerie; Brown, Ernest N; 'Doug Jaren'; Fletcher-External, James; 'Gary Hanlin'; 'Gene Cate'; 'Jerry Butz'; 'Jim Mazza'; 'Joe Penovich'; 'John Mongioi'; 'Mike Cunningham'; 'Rick McCrary'
Subject: BMAC Meeting Information
Attachments: parking 62-3206.doc

Greetings,

As requested at last night's BMAC meeting, the following are the County's marina parking requirements, also see the attachment for full version.

Sec. 62-3206. Traffic parking and loading requirements.

(d) Required parking area: Sufficient land area for parking shall be provided on the site at the time of construction or expansion of any building or structure, or change of business use of a structure.

(2) *Paved parking requirements:* The following standards shall be used, along with the design standards in subsection (e) of this section, to determine the paved parking requirements for the following permitted uses, regardless of the zoning classification in which they are located:

t. Marinas: One space per two slips in wet storage and one space per two boat spaces in dry storage, one space for each 300 square feet devoted to sales and service, and 25 spaces per boat ramp or hoist available to the general public.

Additionally, I have confirmed that the date for the next National Safe Boating Week is May 22-28, 2010.

Have a good weekend,
Matt

Matt C. Culver

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Sec. 62-3206. Traffic parking and loading requirements.

(a) In the interest of the health, safety and welfare of the general public in the promotion and preservation of traffic safety, all buildings, structures or activities shall be provided with adequate offstreet parking and offstreet loading facilities in accordance with the parking and loading requirements of this section.

(b) The applicant may apply for a reduction in parking requirements by providing for alternative modes of transportation, including transit, bicycle and pedestrian facilities. The application, which shall include a justification and calculations supporting the request, will be reviewed and considered by the traffic engineering section and the land development section.

(c) Offstreet parking and offstreet loading areas shall be maintained and continued as part of the primary use of the site, and shall be expanded in accordance with (d)(1) and (2) of this section if the activities on the site are expanded, enlarged or changed in any manner that would create a need for additional offstreet parking and loading facilities. In all zoning classifications, offstreet parking and offstreet loading shall be provided on the site on which is located the use to which the parking or loading facilities pertain and shall not be separated from that use by public roadright-of-way having a minor arterial classification or higher, or any street or roadway currently having average daily traffic (ADT) of 5,000 or more, or any street or road projected to have such classification or average daily traffic under the county comprehensive plan, as determined by the county development engineer, except as may be provided otherwise by article VI of this chapter, the county zoning regulations. In computing the number of required parking spaces, the floor area of a building or structure shall be the sum of the gross horizontal area of every floor of the building, using exterior wall dimensions. Where fractions occur in the computation of required parking spaces, the next highest whole number shall apply where the fraction is 0.5 or more, and where the fraction is less than 0.5, the next lowest whole number shall apply.

(d) Required parking area: Sufficient land area for parking shall be provided on the site at the time of construction or expansion of any building or structure, or change of business use of a structure.

(1) *Minimum number of parking spaces:* The minimum number of required paved parking spaces for a site shall be determined by the use(s) or activities applicable to the site in accordance with the classification schedule established under subsections (d) and (e) of this section. However, a reduction of 15 percent in paved parking spaces may be permitted for the preservation of native vegetation.

(2) *Paved parking requirements:* The following standards shall be used, along with the design standards in subsection (e) of this section, to determine the paved parking requirements for the following permitted uses, regardless of the zoning classification in which they are located:

- a. Amusement game parlors, pool halls and other similar recreational buildings: One space per 200 square feet of floor area.
- b. Automotive, boat and trailer sales: One space per 200 square feet of floor area, plus one space per 2,500 square feet of outside display area.
- c. Automobile rental agency: One parking space per 300 square feet of floor area.
- d. Barbershops and beauty shops: Two spaces per barber or beauty chair.
- e. Carwash: One parking space per 200 square feet of office space.
- f. Churches, and places of worship: One space per three seats or seating places. (Sunday school additions do not require additional parking.) See subsection 62-3206(e)(10).
- g. Colleges, universities, technical or vocational schools, and public and private schools:

1. Generally:

- i. Gymnasiums, auditoriums, theaters, etc.: One space per four seats of seating capacity.
- ii. Stadiums: one space per two seats, minus available campus parking within 750 feet of the stadium proper.
- iii. Dormitories: One space per two sleeping spaces.

2. Classrooms:

- i. Colleges, universities, technical or vocational schools: One space per three seats of seating capacity.
- ii. High schools: Six spaces per classroom, plus one space per teaching, administrative or staff position.
- iii. Elementary through junior high or middle schools: One space per classroom and one space for each administrative or staff position.
- iv. Day care centers: One and one-half spaces for each employee.
- h. Condominiums and apartment complexes: Two spaces per residential unit plus one space per five units for guest parking. If parking is provided under the building and the parking spaces are not enclosed with separate garage doors, at least one handicap parking space must be provided in the under the building parking area. In lieu of providing a handicap parking space under the building, this space may be provided outside of the building and it must be covered. (This space will be provided in addition to the required number of outside handicap parking space(s). This parking must be consistent with the current fair housing act and all accessibility regulations.

If outside parking is provided, at least one handicap parking space must be provided.

Two handicap parking spaces may share the 5 foot wide access aisle way.

- i. Convenience store: One space per 125 square feet of floor area. Gas pump aisles may be counted as parking spaces--One pump with two sides, two spaces; one pump with one side, one space.
- j. Drive thru businesses only: One space per employee at the largest shift.
- k. Duplexes: Two parking spaces are required per residential unit; a garage space may count as one parking space. The location of parking spaces for each duplex site or lot shall be so designated as to minimize or eliminate the necessity to back into any street. One driveway access, not exceeding 24 feet in width, is limited to each duplex site or lot abutting a minor arterial or higher street classification, as determined by the county development engineer, shall be limited to one driveway access, not exceeding 24 feet in width.
- l. Flea markets and farmers' markets: One space per 50 square feet of sales area, including outdoor areas.
- m. Furniture and major appliance stores: One space per 500 square feet of floor area.
- n. Furniture and major appliance stores: One space per 500 square feet of floor area devoted to storage for the first 4,000 square feet and one space per 750 square feet of the remaining floor area, plus one space per 200 square feet of display area.
- o. Hospitals and other similar health care facilities: One space shall be reserved for doctors for each ten patient beds, plus one space per four patient beds, plus one space per one and one-half employees, exclusive of doctor parking spaces.
- p. Libraries, museums, art galleries: One space per 300 square feet of floor area.
- q. Lumber yards and building supply firms: Same as manufacturing and warehouses, plus, if applicable, the parking required in subsection (d)(2)hh. of this section.

r. Manufacturing and warehouses: One and one-tenth spaces per employee at the largest shift or one space per each 500 square feet of floor space, whichever is applicable to the particular needs of the given industry as determined by the county development engineer. This determination would include, but not be limited to, possible expansion and type of use in terms of intensity of employment. For building units having a minimum of 50 square feet and not exceeding 200 square feet, whose primary purpose is to provide an address for an business tax receipt, parking shall be 1 space per unit. Dedicated parking spaces are to be adjacent to but not more than 200 linear feet from the furthest access door.

s. Mini warehouses: A mini warehouse as defined in the county zoning code shall have a minimum and a maximum of five parking spaces, including one handicap parking space, regardless of size. A minimum 24-foot driveway aisle shall be provided contiguously along any side of the mini-warehouse containing the access points or doors to the individual storage areas. Parking spaces shall not be designed and located where blockage or access points or doors or the driveway aisle would occur.

t. Marinas: One space per two slips in wet storage and one space per two boat spaces in dry storage, one space for each 300 square feet devoted to sales and service, and 25 spaces per boat ramp or hoist available to the general public.

u. Medical and dental clinics and veterinary clinic/hospital: One space per 175 square feet of floor area.

v. Mortuaries, funeral homes and crematoriums: One space per three seats, or seating spaces within chapel, plus one and one-half spaces per employee.

w. Motels and hotels: One and three-tenths spaces per unit or room, plus 30 percent of the parking space requirements associated with other uses permitted in addition to overnight lodging accommodations; provided, however, that in order for a motel or hotel to qualify for a 70 percent reduction in parking space requirements for other uses permitted in addition to overnight lodging, such motel or hotel must have a minimum of 100 units for overnight lodging.

x. Offices and professional buildings: One space per 250 square feet of floor area.

y. Outdoor attractions, with grandstands or without: One space per three fixed seats and one space per 20 square feet of seating or spectator area where no fixed seats are provided. Parking area shall be stabilized or hard surfaced.

z. Parks and recreation areas: Parking spaces should be considered on the specific parks development plan and should be determined by its active or passive facilities. A parking study must be reviewed and approved by the county traffic section.

aa. Private clubs and clubhouses: One space per 200 square feet of floor area.

bb. Restaurants, cocktail lounges and other eating and drinking establishments. One space per three seats of the maximum seating capacity including indoor and outdoor seating of such establishment plus one space for every four employees.

Fast Food and sit down restaurants that are part of a strip center or an outparcel with shared parking: one space per three seats of the maximum seating capacity including indoor and outdoor seating of such establishment, plus one space for every four employees on the largest shift.

cc. Single-family residence: Two spaces per unit.

dd. Service stations, automobile repair and garages: One space per 200 square feet.

ee. Theaters, auditoriums, convention halls and other similar public assemblage places: One space per three seats.

ff. Townhouse subdivisions: Two spaces per dwelling unit plus one space per five units for guest parking.

- gg. Recreational vehicle site: One space per lot plus one space per 20 lots for guest parking.
- hh. General retail: One space per 200 square feet of floor area.
- ii. Specific retail: If the use(s) is an established multi-location business and the county is provided with a certified traffic study or historic data from other similar sites operated by the parent company, The information will be used for a final determination on parking space requirements by the county development engineer or designee.
- jj. Business complex: General businesses consisting of a group of "flex-type" or "incubator" one or two story buildings served by a common roadway system. The tenant space is flexible and lends itself to a variety of uses, the building may be served by a garage door. Tenants may be start-up companies or small mature companies that require a variety of spaces. The spaces may include office; retail or wholesale stores; restaurants; recreational areas; and warehousing; manufacturing, light industrial, or scientific research functions. One space per 325 square foot total.
- kk. Commercial complexes: Parking requirements for commercial complexes of four or more retail units will be calculated based on the general commercial classification grouping of one space per 200 square feet of floor area; provided, however, that where restaurants, cocktail lounges and other similar establishments are planned as part of the overall complex, the floor area shall be computed separately to arrive at the total required parking.
- ll. Disabled parking spaces: Disabled parking spaces shall be reserved and posted in all tourist and commercial zoning classifications, as required per current ADA standards and the Florida Accessibility Code (FAC). Disabled parking space shall be conveniently located with respect to main and secondary entrances, and ramps to sidewalks shall be provided and conveniently located in relationship to the disabled parking spaces.
- mm. Sales display and storage parking for commercial and industrial land uses: Commercial and industrial land uses whose permitted business characteristics require significant outside sales display or storage parking shall not cause the developed site to exceed 60 percent impervious area. Additional display and storage parking areas exceeding 60 percent shall not be paved and shall not front on a public right-of-way. This additional sales display and storage parking area shall be designated as a stabilized and sodded area. The method of stabilization shall be subject to approval by the county development engineer's office.
- nn. Uses not otherwise specified: One space for each 200 square feet of floor area or as approved by the county development engineer.

(3) *Reduction of required spaces for commercial development:* A 15 percent reduction in the total required parking spaces shall be allowed in the general commercial zoning classification if:

- a. The buildings or structures contain a total gross floor area of 25,000 square feet or more and,
- b. The site is under common ownership or where separate ownership exists, all applicable parties must execute common access easement agreements, which are then provided at the time of site plan application.

This determination will be reviewed, approved or denied by the county development engineer or his designee.

Developments required by this section to provide 400 or more parking spaces may set aside up to 15 percent of that requirement as stabilized overflow parking. This parking does not have to be paved.

Residential development: In a planned unit development (PUD), or the RU-2-4, RU-2-6, RU-2-8, RU-2-10, RU-2-12, RU-2-15 and RU-2-30 zoning classifications, a 25 percent reduction in the number of required paved parking spaces may be permitted where 15 percent of the required

parking is reserved and organized as a recreational vehicle parking area and is equal in area to ten percent of the required parking spaces. The surface of the reserved parking and recreational vehicle parking areas shall be stabilized and grassed, pursuant to the requirements of the county development engineer. Each parking space shall be identified and each recreational vehicle parking pad shall be 12 feet by 30 feet, and served by a driveway aisle having a width of not less than 24 feet. The recreational vehicle parking area may be utilized to satisfy up to two percent of the recreational open space requirement. All units shall be considered to have two spaces in this reduction formula. Therefore, the developer shall not, under any circumstances, exclude any individual unit occupant from the use of two spaces; and no space shall be sold or rented by either the developer or the occupant.

(4) *Offsite parking options.*

a. A site may utilize parking spaces of any adjoining site not separated by a public road right-of-way, provided that the adjoining site satisfies the following:

1. The adjoining site has excess parking spaces as established under this section;
2. The site being developed provides a minimum of 60 percent of its required parking spaces onsite;
3. A common access and parking easement agreement is executed by all applicable parties, and is provided at the time of site plan application; and
4. The easement agreement provides for perpetual access and use of the adjoining property's parking spaces and access drives or aisles.

b. The area of a lot, parcel, of or tract, or the existing parking spaces of another developed site, which are separated from the site being developed by a public/private road right-of-way, may be utilized to meet the parking requirements of this section, provided that:

1. The existing parking spaces of another developed site represent an excess of parking for that developed site under the provisions of this section; and
2. The conditions of the article VI of this chapter relating to parking separated by a road right-of-way must be satisfied.
3. Reduction in paved spaces for large commercial projects. Developments required by this section to provide 400 or more parking spaces shall set aside no less than 25 percent or no more than 35 percent of that requirements as stabilized overflow parking. This parking shall not be paved.

4. Commercial complexes: Parking requirements for commercial complexes of four or more retail units will be calculated based on the general commercial classification grouping of one space per 200 square feet of floor area; provided, however, that where restaurants, cocktail lounges and other similar establishments are planned as part of the overall complex, the floor area shall be computed separately to arrive at the total required parking.

5. Disabled parking spaces: Disabled parking spaces shall be reserved and posted in all tourist and commercial zoning classifications, as required in section 106.34. Disabled parking space shall be conveniently located with respect to main and secondary entrances, and ramps to sidewalks shall be provided and conveniently located in relationship to the disabled parking spaces. The required number of disabled parking spaces shall be as required by the Standard Building Code Florida Board of Building Codes and Standards. The criteria in Exhibits 2 and 3 shall be utilized.

6. Sales display and storage parking for commercial and industrial land uses: Commercial and industrial land uses whose permitted business characteristics require significant outside sales display or storage parking shall not cause the developed site to exceed 60 percent impervious

area. Additional display and storage parking areas exceeding 60 percent shall not be paved and shall not front on a public right-of-way. This additional sales display and storage parking area shall be designated as a stabilized and sodded area. The method of stabilization shall be subject to approval by the county development engineer's office.

(e) Parking, loading and maneuvering space design control: The following design criteria shall be utilized for the design of parking lots and loading facilities and their associated maneuvering driveways and areas, and such requirements shall be applied in any zoning classification in keeping with the character of the onsite use(s) or activities, development and ingress to and egress from the site, both vehicular and pedestrian, so as to provide safe traffic control and flow on the site, as well as between the site and adjoining land, including public road right-of-way.

(1) Exhibits 4 through 7 present several design options for the design of parking lots: Standard, option A and option B. Upon selection of one of these, it shall be utilized as the minimum design standard for parking spaces as they relate to all the various angle parking concepts, required aisle widths and traffic control measures. Parking space dimensions shall be no less than nine feet by 20 feet, regardless of the degree of parking angles, except that parallel parking spaces shall be nine feet by 24 feet in size.

(2) The minimum driveway and loading area and maneuvering standards are presented in Exhibit 8. In the RU-2-4, RU-2-6, RU-2-8, RU-2-10, RU-2-12, RU-2-15 and RU-2-30 zoning classifications, where the development intent is for individual dwelling unit ownership, (condominium or other method of ownership transfer), access private drives that function as a minor street, minor arterial, collector street or higher functional classification, as determined by the county development review department director, shall be constructed in accordance with applicable sections of the article VII of this chapter.

(3) Parking lots or loading areas shall have no driveway aisle(s) which dead-ends without a turnaround area. The criteria in Exhibit 9 and 10 shall be utilized.

(4) No parking lot or loading area driveway aisle shall have an inner radius or any curved portion which is less than 15 feet. For operations, including special vehicles (trucks of various sizes) the criteria in Exhibit 8 and/or AASHTO design vehicle turning templates, shall be utilized to determine proper turning radii.

(5) Pavement and parking spaces shall not be permitted where a vegetative buffer is required by article XIII, landscaping regulations. All developments requiring 50 or more parking spaces shall be equipped with tire stops permanently affixed to the surface, except if an option B selection is utilized, pursuant to exhibit 11. Curbing may be substituted for tire stops provided that a two-foot permeable overhang area is provided. The criteria in exhibit 11 shall be utilized.

(6) All points of ingress and egress for accessing parking lots from either a public street or road or a parking lot, internal collector driveway, shall be delineated with a six-inch concrete curb. Curbing plans and designs for facilities shall not interfere with a public street or road. The criteria in exhibit 11 shall be utilized.

(7) Where disabled parking is required, each space so designated shall be designed as required per current ADA standards. For single handicap parking spaces, the applicant is encouraged to design the five-foot wide access aisle way on the passenger side of the vehicle or where more than one handicap parking space is required, the access aisle way should be placed between two spaces to allow usage from the driver and passenger side of the vehicles.

(8) All parking access shall be designed so as to prevent the need to back directly onto a public road or right-of-way, except for single-family residential dwellings and duplexes that are located on local and/or subdivision streets.

(9) Access points to public or private streets shall be kept to a minimum, with widths not in excess of 24 feet; and the distance to any street intersection (from the right-of-way to access points nearest paved edge) shall be determined by the traffic engineering section. Access points to public or private streets shall be designed to minimize disruption to through traffic and optimize public safety. The traffic engineering section shall be authorized to develop and implement access management standards based on sound engineering judgment and preservation of capacity and public safety. Reference manuals, such as the Florida Department of Transportation Access Management Guide shall be used as guidelines in analyzing access requests. The applicant may appeal access restrictions to the board of county commissioners within 30 days from the decision of the traffic engineering section.

(10) Except for single-family residences and duplexes, all off-street parking, loading areas and maneuvering space and associated driveway aisles, as required in this section, shall be paved with asphalt or concrete. The county development engineer using the following conditions and determinants may reduce paving:

- a. Whether total paving would have a detrimental effect upon existing unpaved roads or water quality.
- b. Whether operations or activities (churches, equipment storage yards, etc.) are such that the use of certain portions of the parking areas would only be used on an intermittent basis. Driveway aisles and loading areas shall be paved.
- c. Where paving has been reduced or waived, a stabilized surface acceptable to the county development engineer shall be provided for the entire required parking area.
- d. In the areas of a parking lot where paving has been waived, such areas shall be organized for traffic control and parking by permanent fixation of tire stops per the approval of a site development plan.

(11) All required parking spaces, dumpster spaces, loading areas, delineation and other striping requirements shall be identified using the striping and visual contrast criteria of the current manual of uniform traffic control devices (Federal Highway Administration--FHWA).

(12) General. On the same premises with every building, or part thereof, erected and occupied for commercial, industrial, retail, manufacturing, storage, institutional, or similar use, there shall be provided and maintained on the lot adequate space for standing, loading, and unloading service vehicles in order to avoid undue interferences with public use of the streets, alleys, or required access aisles and spaces for traffic parking areas. The following requirements for loading spaces or berths and truck parking areas shall apply to all commercial and industrial zones:

- a. A minimum number of loading spaces or berths shall be provided and maintained as follows:
TABLE INSET:

Size of Building or Structure (square feet)	Number of Spaces or Berths
Over 5,000 but not over 25,000	1
Over 25,000 but not over 60,000	2
Over 60,000 but not over 120,000	3
Over 120,000 but not over 200,000	4

- b. Loading spaces or berths shall have minimum dimensions of 14 by 30 feet, plus each space or berth shall have an additional 250 square feet of loading or maneuvering area immediately contiguous to the space or berth. Service alleys or driveways shall have a minimum width of 20 feet.
- c. Loading facilities and truck parking are prohibited on street frontages in the commercial zoning categories and in a planned business park (PBP) or planned industrial park (PIP) classification. Loading facilities and truck parking shall be located to the side or at the rear of the most forward structures and shall be paved and have adequate drainage and shall be maintained in good condition. No shipping or receiving shall be permitted in commercial zones within 35 feet of residentially zoned property, or in industrial zones within 100 feet of residentially zoned property in accordance with the county zoning regulations.
- d. The design of offstreet loading areas shall be in accordance with the criteria in Exhibit 8.
- e. Loading facilities that make it necessary or possible to back directly into public street shall be prohibited. All maneuvering of trucks and other vehicles shall take place on the site and not within a public right-of-way. Such loading spaces shall be accessible by acceptable methods and shall not infringe or interfere with any required parking space or drive aisle.
- f. Where retail use buildings are 5,000 square feet or less in a BU-1-A, BU-1, BU-2, TU-1, or TU-2 zoning designation and have an average annual daily trip (AADT) generation of over 100 trips per 1,000 square feet of gross floor area or over 100 trips per fueling position or similar unit per Institute of Traffic Engineering (ITE) Trip Generation, 6th edition or most current edition, loading space shall be required in accordance with this subsection.
- (13) Location of parking under building: For all properties located within a residential zoning classification where building height exceeds 45 feet, one level of parking shall be required to be located within the area defined by the exterior walls of the principal habitable structure.
- (14) Within the Merritt Island Redevelopment Area, new developments located within the Merritt Park Place subdivision will be required to locate on-site parking to the side or rear of the principal structure.
- (Ord. No. 95-30, § 2, 7-11-95; Ord. No. 97-14, §§ 9--11, 5-27-97; Ord. No. 97-47, §§ 3, 4, 12-2-97; Ord. No. 99-24, § 10, 4-8-99; Ord. No. 2000-29, § 1, 5-2-00; Ord. No. 01-35, § 6, 7-24-01; Ord. No. 2005-14, § 4, 4-12-05; Ord. No. 2007-003, § 23, 2-20-07)