

ORDINANCE NO. 2024-05

AN ORDINANCE OF THE CITY OF ST. AUGUSTINE, FLORIDA, AMENDING AND UPDATING THE CODE OF ORDINANCES CHAPTER 28, ARTICLE IV SUPPLEMENTARY REGULATIONS, DIVISION II OFF-STREET PARKING AND LOADING; ADDING SECTION 28-372 OFF-STREET PARKING PROVISIONS FOR NEIGHBORHOOD DEVELOPMENT; ADDING ADDITIONAL PARKING PROVISION OPTIONS TO SECTION 28-373; ADDING SECTION 28-376 MOBILITY HUBS; AMENDING SECTION 28-347 SUPPLEMENTARY REGULATIONS FOR CERTAIN USES (3) PARKING LOTS; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERANCE OF INVALID PROVISIONS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Municipal Home Rule Powers Act, Chapter 166, Florida Statutes, secures for municipalities the broad exercise of home rule powers granted by Article VIII, Section 2 of the Florida Constitution, including the exercise of any power for municipal purposes not expressly prohibited by law; and

WHEREAS, Sections 163.3167 and 163.3177(1), Florida Statutes, requires the City of St. Augustine to maintain a Comprehensive Plan to guide the future development and growth of the city by providing the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area that reflects community commitments to implement the plan and its elements.

WHEREAS, Section 163.3180(5)(f), Florida Statutes, encourages local governments (including municipalities such as the City) to develop tools and techniques including adoption of long-term strategies to facilitate development patterns that support multimodal solutions, adoption of area wide service standards that are not dependent on any single road segment function, and establish multimodal service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide an adequate level of personal mobility; and

WHEREAS, the City in its Transportation and Mobility Element sets out goals, objectives and policies to develop and maintain a safe, convenient, efficient transportation system which: recognizes present need, reflects the Future Land Use Plan, and provides for safe, efficient intermodal transportation linkages; and

WHEREAS, the City is experiencing growth and new development activity that necessitates the addition and expansion of transportation facilities for a variety of modes to meet the person travel demands of new development activity including adequate and efficient multimodal facilities along with different personal and shared mobility options, as well as, amending and updating the parking code; and

WHEREAS, the City of St. Augustine is required by Section 163.3202, Florida Statutes, to adopt or amend and enforce land development regulations that are consistent with and implement the Comprehensive Plan, and that are combined and compiled into a single land development code for the city (the City of St. Augustine's Zoning Code is Chapter 28 of the Code of Ordinances including land development regulations for the provision of off-street parking and loading); and

WHEREAS, Section 166.041, Florida Statutes, provides for procedures for the adoption of ordinances and resolutions by municipalities;

WHEREAS, a sustainable built environment that both preserves the City of St. Augustine's resources and is resilient to extreme weather events such as hurricanes, floods, and heatwaves is a priority of St. Augustine;

WHEREAS, after review, the Planning and Zoning Board recommended approval of these amendments and updates at its November 7, 2023 regular meeting; and

WHEREAS, the City Commission for the City of Saint Augustine finds that it is in the best interest of public health, safety and general welfare that the following amendments be adopted.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION FOR THE CITY OF ST. AUGUSTINE, FLORIDA, AS FOLLOWS:

SECTION 1. Chapter 28, Article IV and Division II. Chapter 28, Article IV and Division II of the Code of the City of St. Augustine is amended as follows: [Note: ~~striketrough~~ language deleted, underline language added]:

“ DIVISION 2. - OFF-STREET PARKING AND LOADING

Sec. 28-366. - In general.

All new and expanded uses and structures as well as all changes in use shall meet all requirements contained in this section for off-street parking and loading. Where fractional spaces result from parking space requirement calculations, the parking space required shall be the nearest whole number.

Off-street vehicle parking, including public parking facilities, must be designed, constructed and maintained in accordance with the requirements of this section as well as the goals, objectives, and policies of the City’s Comprehensive Plan and Mobility Plan.

Sec. 28-367. - Historic preservation districts requirements.

~~Uses and structures located in historic preservation districts 1, 2, 3 and 4 are not required to provide off-street parking and loading. Any parking facilities within these districts shall meet the specific requirements contained in this section. Parking facilities within historic preservation districts 1, 2 and 3 shall not exceed a maximum of twenty (20) spaces and shall not be located within twenty five (25) feet of another facility. All parking facilities shall have a fence or wall around the perimeter of the facility. Parking facilities located on the premises of a structure shall meet the height requirements for fences or walls established by the architectural guidelines for historic preservation as appropriate to the era of the structure. Parking facilities located off the premises shall meet the height requirements for pre-1821 construction. No parking garages shall be approved within historic preservation districts 1, 2 and 3, and any parking facility located on a corner lot shall be by exception only.~~

- (a) Parking exemption. Uses and structures located in historic preservation districts 1, 2, 3 and 4 are not required to provide off-street parking and loading.
- (b) Parking requirements. Any parking facilities within historic preservation districts 1, 2, 3 and 4 shall meet the specific requirements contained in this section.

- (c) Maximum spaces. Parking facilities within historic preservation districts 1, 2 and 3 shall not exceed a maximum of twenty (20) spaces and shall not be located within twenty-five (25) feet of another facility.
- (d) Multimodal facilities. Any parking facilities within historic preservation districts 1, 2, 3, and 4 shall provide multi-modal parking consistent with the requirements of Sec. 28-372.
- (e) Fence or walls. All parking facilities shall have a fence or wall around the perimeter of the facility. Parking facilities located on the premises of a structure shall meet the height requirements for fences or walls established by the architectural guidelines for historic preservation as appropriate to the era of the structure. Parking facilities located off the premises shall meet the height requirements for pre-1821 construction.
- (f) Parking garages. No parking garages shall be approved within historic preservation districts 1, 2, and 3.
- (g) Parking visibility. Any parking facility located on a corner lot shall be by exception only. All ingress and egress shall be designed and constructed to ensure pedestrian and bicycle safety. Access connections shall minimize vehicle conflicts, address adequate site visibility, and provide safe pedestrian and bicycle crossing.

Sec. 28-368. - Design standards.

- (a) Approval of plans and specifications. No permits shall be issued for any parking facility until the plans and specifications, including required landscaping, materials and storm drainage, have been submitted to and approved by the planning and building department and the ~~engineering division~~ public works/utilities department(s). These plans and specifications shall include proper drainage and retention, surface materials, curbing and screening as required, clearly marked and dimensioned, with handicap and other special use spaces designated. All entrances, exits and aisles shall be dimensioned, with the traffic pattern indicated.
- (b) Drainage. Off-street parking and loading facilities shall meet city requirements for stormwater retention and drainage to prevent damage to abutting property, the public right-of-way and the adjacent environment. All such facilities shall be paved with erosion-resistant materials in accordance with city specifications. These specifications may include alternative surfaces, pervious surfaces, drainage and retention systems that are sustainably designed according to best management practices and City policy. Drainage from parking facilities into the city drainage system (either overground or direct underground) shall require the approval of the ~~engineering division~~ public works/utilities department(s).
- (c) Lighting. Adequate lighting shall be provided if an off-street parking or loading facility is to be used at night. Such lighting shall be provided to ~~insure~~ ensure user safety and security. Lighting shall be designed and installed to minimize ~~glare~~ light pollution on adjacent property and streets. No source of illumination shall be directed into the windows of any residential building.

- (d) *Landscaping*. Landscaping requirements for parking facilities shall be as required by Chapter 25.
- (e) *Separation from walkways and streets*. Off-street parking and loading facilities shall be separated from walkways, sidewalks, streets or alleys by a wall, fence, curbing, bollards, landscaping or other approved protective device. Such protective devices shall not impair the visibility of pedestrians, bicycles, or vehicles at ~~entrances and exits~~ access connections.
- ~~(f) *Entrances and exits*. The location and design of entrances and exits shall be in accordance with city specifications. The number of curb cuts shall be the minimum required to allow free and safe use of the facility without impairing traffic flow along the street. The use of shared or common curb cuts is encouraged where practical. Trees and appropriate landscaping may be used to define entrances and exits. Landscaping, curbing or other protective devices may be provided to control access and to separate pedestrian and vehicular traffic.~~
- (f) *Access connections*. The location and design of ingress and egress shall be in accordance with city specifications. The number of curb cuts shall be the minimum required to allow free and safe use of the facility without impacting pedestrian and bicycle safety and impairing traffic flow along the street. Trees and appropriate landscaping may be used to define ingress and egress. Landscaping, curbing or other protective devices may be provided to control access and to separate pedestrian and vehicular traffic. Access connections should be designed with the highest priority given to the pedestrian.
- (g) *Shared and cross-access*. Access shall be taken from a shared or common curb cut access connection where such opportunity exists. Multiple uses on a parcel shall share all access connections, unless otherwise prohibited by a development order condition. Where access connections are less than 75 feet from an adjacent parcel, access easements to the property boundary shall be provided to allow for shared access and cross-access. Where a parking lot drive-aisle terminates adjacent to a property boundary, a stub-out or easement shall be provided to the property boundary to allow for cross-access. The City may require shared or cross-access easements to facilitate internal circulation and circulation between adjacent developments to reduce impedance to pedestrian, bicycle, and vehicle mobility along adjacent rights-of-way.
- ~~(g)~~ (h) *Interior driving aisles and maneuverability*. The minimum width of interior driving aisles and maneuverability space within parking facilities shall be related to the angle of the parking spaces and the use of one-way or two-way traffic as follows:

Parking Space Angle in Degrees	One-Way Traffic Aisle Width/Maneuverability Space in Feet	Two-Way Traffic Aisle Width/Maneuverability Space in Feet
0 (Parallel)	13	24
30	13	24

45	13	24
60	18	24
90	24	24
<u>Drive aisles with no parking immediately adjacent</u>	<u>10</u>	<u>20</u>

~~(h)~~ (i) Existing site constraints. For parking facilities to be used in conjunction with existing structures containing physical constraints, such as trees or buildings, making it impractical to provide entrances, exits and interior aisles in accordance with subsections ~~(f) and (g)~~ (f), (g), and (h) hereof, the city planning and building manager may grant a variance from such requirements; ~~provided, however, no variance shall be given by the planning and building manager to the required parking space requirements or required interior maneuverability space.~~ director may grant relief from such requirements.

The city also recognizes that due to the unique layout and design of the existing commercially zoned areas of the city that the parking requirements of this section may not be able to be met based on the existing development or nonconforming lots. When the layout, design, deed restriction or unique condition of an existing lot or building in the existing commercially zoned areas of the city creates a hardship which affects the ability to meet the required number of parking spaces, the following may be allowed:

- a. The number of required spaces may be reduced by the variance process outlined in the land development code.
- b. A reduction of up to 50 percent for required parking spaces may be applied to changes of use or re-model projects to existing buildings within the existing commercially zoned areas of the city; provided that the site plan includes proposed bicycle and/or motorcycle parking for the equivalent of the reduced number of parking spaces, and provided that the proposed site plan includes meeting the current requirements of the landscaping code of the City of St. Augustine. This reduction will not apply to new construction in the existing commercially zoned areas.
- c. New construction in the existing commercially zoned areas of the city may have the number of required parking spaces reduced by up to 25 percent if the lot is considered a nonconforming lot; provided that the site plan includes proposed bicycle and/or motorcycle parking for the equivalent of the reduced number of parking spaces and provided that the proposed site plan includes meeting the current requirements of the landscaping code of the City of St. Augustine.

(j) Valet Parking. Off-street parking with a valet service or operator, which allows for attendants to receive, park and deliver the automobiles of occupants, tenants, customers, invitees, and visitors, including tandem parking, may be utilized in lieu of the requirements of this code provided the following requirements are complied with:

- (1) Agreement. Any required valet or tandem parking utilized in lieu of the parking requirements set forth in this code shall be governed by an agreement with the City (in such form as may be approved by the City Attorney) and recorded with the St Johns County Clerk of Circuit Court. The agreement shall constitute a covenant running with the land binding upon the owners, heirs, administrators, successors, and assigns. The agreement may be released by the City at such time that site plan approval is obtained for an alternative parking arrangement which satisfies the parking requirements for said use or a fee-in-lieu payment is made to the City.
- (2) On-site parking management. A parking professional shall be available for the vehicle retrieval during business hours.
- (3) Parking space dimensions. The dimensions for valet and tandem parking spaces shall be a minimum of eight (8) feet wide by sixteen (16) feet deep with a maximum stacking of two vehicles along a one-way drive aisle of twelve (12) feet and a two-way drive-aisle of twenty-four (24) feet.
- (4) Accessible parking. Valet parking may be utilized to conform with the number of accessible parking spaces provided that:
 - a. At least two handicapped accessible spaces are provided adjacent to the vehicle queuing area for those vehicles which cannot be operated by the parking professional; and,
 - b. The person's vehicle may be safely operated by aforementioned on-site parking management.
- (5) Queue. The required queue is to be provided on private property as opposed to public rights-of-way. The valet drop-off/queuing area must be provided with a minimum length of 100 feet. Greater queuing area may be required as a condition of site plan or use by exception approval based upon the intensity of the use and location. The length of the queuing area may be reduced when supported by a queuing analysis and where potential queue back up would not impact an arterial, collector or entry corridor. Any queuing analysis shall be based on a methodology agreeable to and is subject to approval by the City.

Sec. 28-369. - Compact Parking space standards.

~~A compact parking space shall be at least eight (8) feet wide by eighteen (18) feet in length. All compact spaces shall be indicated by signs. A maximum of twenty-five (25) percent of required parking spaces may be compact spaces.~~

- (a) A standard parking space shall be at least nine and one half (9 ½) feet wide by nineteen (19) feet in length.

- (b) A compact parking space shall be at least eight (8) feet wide by eighteen (18) feet in length. All compact spaces shall be indicated by signs. A maximum of fifty (50) percent of required parking spaces may be compact spaces.
- (c) Parking garage space shall be at least nine (9) feet by nineteen (19) feet. When the front of the vehicle is adjacent to a wall, wire or fixed barricade, or mechanical system, the minimum length shall be twenty (20) feet, plus any additional space for protective barricades. Where a wall, structural support, mechanical system, or other fixed object or object that limits site visibility, or where adjacent to a pedestrian access, spaces shall be a minimum of ten (10) feet wide.
- (d) Bicycle racks and weather protected storage units shall be designed, constructed, and maintained to include provisions for the secure storage and locking of bicycles on a hard surface at least seven (7) feet in length. Fixed objects which are intended to serve as bicycle parking facilities shall be clearly labeled as available for bicycle parking.
 - a. A bicycle rack shall mean a fixed object clearly labeled as to secure at least two (2) bicycles.
 - b. A weather protected bicycle storage unit shall mean bicycle parking that is easily accessible to residents, visitors, customers, and employees and covered to protect bicycles from rain and other types of weather.
- (e) Motorcycle spaces shall be a minimum of three (3) feet in width and at least ten (10) feet in length. Concrete, erosion resistant material, or other material that will not be damaged by the motorcycle kickstands is required for the motorcycle parking spaces. Motorcycle parking shall be labeled as such.

Sec. 28-370. - Handicap parking space standards.

Handicap parking spaces shall conform to the standards of the most recently adopted Florida Building Code.

Sec. 28-371. - Location.

- (a) A required off-street parking and loading facility shall be located on the same lot or parcel of land it is intended to serve. However, an off-street parking and loading facility within four hundred (400) feet one thousand three hundred and twenty (1,320) feet, or one quarter mile, of the premises may be allowed as a permitted use by exception.
- (b) The planning and zoning board may grant an exception a permitted use by exception within one thousand three hundred and twenty (1,320) feet, or one quarter mile, when practical difficulties prevent the placing of all or part of the facility on the premises they are designated to serve. The board shall review the proposal for impact upon pedestrian and

vehicular traffic patterns and user safety, impact upon surrounding properties from noise, glare, light pollution, visual quality, nuisance and traffic generation. Exceptions reviewed by the planning and zoning board shall include provisions that promote the City's Mobility Plan. Such provisions may include, but are not limited to, on-site bicycle racks, motorcycle parking, and/or a drop off valet service.

- (c) The planning and building department director, or designee, may permit off-site parking within four hundred (400) feet when such parking facilities provide the number of spaces required for all uses or structures or meet the requirements of Sec. 28-373. – Required off-street parking.

Sec. 28-372. – Joint use of parking facilities.

~~Nothing in this chapter shall be construed to prevent the joint contractual use of off-street parking facilities by two (2) or more structures or uses when such facilities provide the number of spaces required for all uses or structures.~~

Sec. 28-372. – Off-street parking provisions for neighborhood development.

- (a) Intent. The purpose of this section is to reduce parking demand, support the use of multi-modal forms of transportation, encourage redevelopment, preservation of existing buildings, reduce construction costs, and increase the efficiency of taxable land within the City of St. Augustine.
- (b) Parking Space Requirements. For all uses within these specific neighborhood development areas, except for lodging and residential uses, the provision of off-street parking spaces will not be required. Vacation rentals must still comply with Sec. 28-151. – Parking.
- (c) Location. Development which is exempt from providing off-street parking must (1) take place on a property that has a Commercial Low or Commercial Medium Future Land Use designation and (2) be located directly adjacent to the following avenues, streets, and lanes:
 - (1) Uptown San Marco Commercial District
 - i. San Marco Avenue between W San Carlos Avenue and W Castillo Drive.
 - (2) East King Street Commercial District
 - i. E King Street between the San Sebastian River and Granada Street.
 - (3) West City Commercial District
 - i. W King Street between the western most limits of the City of St. Augustine and the San Sebastian River.
 - ii. Pellicer Lane between W King Street and Davis Street.
 - iii. Palmer Street between W King Street and Evergreen Avenue.
 - (4) North Lincolnville Commercial District
 - i. Washington Street between Bridge Street and De Haven Street.
- (d) Minimum Bicycle Parking Requirements.

	<u>Required Number of Bicycle Racks</u>	<u>Required Number of Bicycle Storage Units (Weather Protected)</u>
<u>Residential/Lodging</u>	<u>1 for every twenty units / 1 minimum</u>	<u>1 for each dwelling unit</u>
<u>Civic</u>	<u>1 for every 10,000 square feet of gross floor area / 1 minimum</u>	<u>1 for every 10,000 square feet of gross floor area / 2 minimum</u>
<u>Commercial</u>	<u>1 for every 5,000 square feet of gross floor area / 1 minimum</u>	<u>1 for every 5,000 square feet of gross floor area / 2 minimum</u>
<u>Industrial</u>	<u>1 for every 20,000 square feet of gross floor area / 1 minimum</u>	<u>1 for every 5,000 square feet of gross floor area / 2 minimum</u>

Sec. 28-373. - Required off-street parking.

- (a) *Intent.* The purpose of this section is to ~~insure~~ ensure the reasonable provision of off-street, on-site parking facilities. Any use not listed shall provide off-street parking facilities as required of the use listed which is most closely related to it, as determined by the planning and building department.
- (b) *Continuation required.* Off-street parking or loading facilities shall be maintained and continued as long as the main use continues.
- (1) *Repair.* Conforming buildings and uses existing at the time of adoption of this chapter (June 27, 1988) may be modernized, altered and/or repaired without providing additional facilities, providing there is no increase in area or capacity.
 - (2) *Enlargement.* When a building or use existing at the time of adoption of this chapter is enlarged or increased in area or capacity by adding floor area, volume or seats, off-street parking and loading as required by this chapter shall be provided for the additional floor area, volume, capacity or seats so created or used.
 - (3) *Change in use.* When the use of a building or portion thereof changes and results in an increase in person travel demand above the existing use of the property, the new use shall meet the off-street parking requirements of this section.

~~(c) *Required parking San Marco Avenue Design Standards.* Developments within the San Marco Avenue Design Standards entranceway corridor area, utilizing the residential typology development option, shall receive a twenty five (25) percent reduction for the total calculated required parking based on (d) Minimum spaces required in order to maintain the appearance of a residential in nature front yard consistent with the intent of the design standards.~~

(c) Required parking and Design Standards:

- a. San Marco Avenue Design Standards. Developments within the San Marco Avenue Design Standards entranceway corridor area, utilizing the residential typology development option, shall receive a twenty-five (25) percent reduction for the total calculated required parking based on (d) Minimum spaces required in order to maintain the appearance of a residential in nature front yard consistent with the intent of the design standards.
- b. King Street Design Standards. Developments adjacent to King Street (East and West), Masters Drive and S. Dixie Highway, utilizing the residential typology development option, shall receive a twenty-five (25) percent reduction for the total calculated required parking based on (d) Minimum spaces required in order to maintain the appearance of a residential in nature front yard consistent with the intent of the design standards.

(d) Minimum spaces required:

	Use	1 Space Per Gross Floor Area (Sq. Ft.)	1 Space Per Rates Patron Capacity	Units, Seats, Rooms, Spaces	Special Requirements
(1)	Amusement/recreation				
	Skating rink	300			
	Indoor recreation		4 patrons or seats		
	Bowling			3 per lane	
	Miniature golf			2 per hole	
	Outdoor recreation		4 patrons or seats		
	Outdoor pool				1 per 75 ft. water area
	Racquet courts				3 per court
(2)	Art gallery, library and museum	400			
(3)	Auditorium			4 seats	
(4)	Auto, boat, equipment sales, rentals	300 500 (buildings)			
(5)	Banks and financial institutions	300		3 per automatic teller machine	
(6)	Barber/hair salon				3 spaces per operator or chair
(7)	Bar, lounge, tavern, nightclub		3 patrons or seats		
(8)	Boarding and rooming houses, and hostels			1 per bed	and 2 per resident manager

(9)	Bus/transportation depot	300			
(10)	Church/funeral home			4 seats	(for churches based on largest group assembly room)
(11)	Community center	250 <u>500</u>			
(12)	Clinic	<u>400</u>			5 per doctor/ dentist
(13)	Clubs, lodges	250			(includes outside assembly/recreation)
(14)	Convention center	200			
(15)	Daycare, child care facility				1 per employee
(16)	Furniture, clothing, appliance store	500			
(17)	Garage, repair			3 per bay	
(18)	Gym, spa	200			
(19)	Hospital			1.5 per 3 beds	plus as required for accessory uses
(20)	Hotel/motel/inn		3 (for meeting or banquet rooms) and	4 (for meeting or banquet rooms) and 1 per room	75% as required for accessory uses
(21)	Industrial manufacturing	1,000 devoted to manufacturing, shipping or receiving			and 1 per stored company vehicle and as required for office use
(22)	Shopping center	300 <u>500</u> (nonstorage area)			
(23)	Marina			1 per 2 newly constructed wet boat slips, excluding those used for charter boats, plus 1 per 10 dry boat storage spaces. Wet slips used for charter boats (including those for fishing, shelling, diving, and sightseeing purposes) are computed at 1 per 3 boat passengers	and as required for accessory uses

				based on the maximum number of passengers, and charter boats used for dining are computed at 1 per 2 boat passengers based on the maximum number of passengers. Each parking space provided to meet the marina's boat slip or dry storage parking requirements may also be credited towards meeting 100 square feet of the parking requirements for the marina or permitted marina-related activities, excluding restaurants, lounges/bars and private clubs. Uses not receiving credit from parking provided for boat slips or dry storage spaces shall provide parking at the normal rate for those uses as required within this Code.	
(24)	Mobile home			2 per unit	
(25)	Multifamily residential/apartments				

	1 bedroom			1.5 <u>1</u> per unit	
	2 bedrooms			2 <u>1.5</u> per unit	
	3 or more bedrooms			2.25 <u>2</u> per unit	
(26)	Office use medical/dental	400			3 per doctor
	Veterinary	400			3 per doctor
	Professional/business office	400			
	Real estate, property rental/management, employment office	300 <u>400</u>			
(27)	Restaurant	75 <u>100</u> patron area (nonfixed seating)	or 4 patrons (fixed seating)		and 1 per 200 sq. ft. nonpatron area
(28)	Restaurant, fast food or drive-through, <u>coffee shop or café</u>	75 <u>100</u> patron area (nonfixed seating)	or 3 patrons (fixed seating)		and 1 per 100 <u>200</u> sq. ft. nonpatron area
(29)	Schools				
	Elementary			2 per classroom, office and kitchen	
	Jr. high/high			2 per classroom, office and kitchen	and 1 per 6 auditorium or gym seats
	College/university/technical or vocational school		2 for every 3 employees, and 1 for every 5 students not residing on campus	1 per classroom, and 1 per 4 students at average capacity class attendance	and 10% as required for accessory uses including libraries, book stores, athletic facilities and cafeterias or restaurants
(30)	Single-family/duplex			2 per unit	
(31)	Recreational vehicle park/campground			1 per space	and as required for office use
(32)	Nursing home			1 per 6 beds	and 1 per employee
(33)	Retirement home/adult congregate living facility		2 patrons	or 1 per bedroom	
(34)	Service station	200 (buildings)			
(35)	Wholesale distribution	1,500			and as required for office

(36)	Warehouse storage	2,000			and as required for office
(37)	Mini-warehouse and self-storage facility			1 per 10 storage units	2 per office plus 2 per caretaker's unit
(38)	Convenience store	100 <u>200</u>			
(39)	Theatre		4 seats		
(40)	Grocery/supermarket	200 <u>300</u>			
(41)	Business, commercial, or service establishments	300 <u>500</u>			
(42)	Outdoor market	100 <u>300</u> (sale/display area)			
(43)	Public service				1 per employee plus 1 per stored company vehicle
(44)	Winery	450			
(45)	Winery with restaurant				
	a. Winery area	450			
	b. Restaurant area				
	1. Patron area	75 <u>100</u>	or 4 patrons or seats		
	2. Non-patron area (kitchen, etc.)	100			
(46)	Bed and breakfast			1 per room	2 for owner/resident manager
(47)	College dormitory			1 per bed <u>2 per 3 residential students</u>	and 10% as required for accessory uses provided as part of the dormitory
(48)	Special event venue			One (1) parking space per four (4) seats, except for special event venue space in hotels and motels as below, and If the special event venue is an accessory or ancillary use to a hotel or motel one (1) parking space per two hundred (200)	

				square feet of special event venue space, and One (1) parking space per two hundred (200) square feet for designated special event venue outdoor standing patron areas and if accessory or ancillary to other uses (other than hotel and motel requirements above) 75% of calculated required parking for the special event venue use shall be provided on-site in addition to other required parking.	
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- (e) Parking management. To encourage a park once environment and encourage the use of multimodal transportation, this division includes provisions for shared parking, mobility hubs, fee-in-lieu of programs and introduction of new parking technologies to reduce the number of off-street parking spaces.
- (f) Shared Parking. Nothing in this chapter shall be construed to prevent the shared contractual use of off-street parking facilities by two (2) or more structures or uses subject to the conditions below:
- (1) With shared entrances, exits, driveways, and/or drive aisles that meet requirements based on an analysis submitted by the applicant, or
 - (2) Are located within four hundred (400) feet of each other.
 - (3) If the above criteria are met the total number of parking spaces may be reduced up to twenty-five (25) percent.
 - (4) Parking requirements for shared uses shall be reviewed by city staff using the parking matrix below:

<u>Use</u>	<u>Weekday</u>			<u>Weekend</u>	
	<u>Night</u> <u>Midnight to</u> <u>6:00 a.m.</u>	<u>Day</u> <u>6:00 a.m. to</u> <u>6:00 p.m.</u>	<u>Evening</u> <u>6:00 p.m. to</u> <u>Midnight.</u>	<u>Day</u> <u>9:00 a.m. to</u> <u>4:00 p.m.</u>	<u>Evening</u> <u>6:00 p.m. to</u> <u>Midnight.</u>
<u>Residential</u>	<u>90%</u>	<u>50%</u>	<u>90%</u>	<u>70%</u>	<u>90%</u>
<u>Office</u>	<u>5%</u>	<u>90%</u>	<u>10%</u>	<u>5%</u>	<u>5%</u>
<u>Commercial/Retail</u>	<u>5%</u>	<u>50%</u>	<u>80%</u>	<u>80%</u>	<u>70%</u>
<u>Hotel</u>	<u>80%</u>	<u>60%</u>	<u>90%</u>	<u>80%</u>	<u>90%</u>
<u>Restaurant</u>	<u>10%</u>	<u>50%</u>	<u>80%</u>	<u>50%</u>	<u>90%</u>
<u>Entertainment/Recreational</u> <u>(theatres, bowling alleys,</u> <u>etc.)</u>	<u>10%</u>	<u>40%</u>	<u>80%</u>	<u>80%</u>	<u>90%</u>
<u>Other</u>	<u>80%</u>	<u>90%</u>	<u>50%</u>	<u>70%</u>	<u>70%</u>

(g) In-Lieu of Parking Fees. Developments required to provide off-street parking shall have the option of providing spaces through payment to the City of an in-lieu parking fee. Payment of a fee in-lieu of required parking shall be pursuant to the following provisions:

- (1) Capital improvements program. Prior to allowing payment in-lieu of parking, the City shall include one or more off-street parking facilities specific projects from the city's Mobility Plan in the Capital Improvement Plan (CIP).
- (2) Authorization. The payment of an in-lieu of parking fee is authorized in the City as established by adoption of this ordinance updating the City of Saint Augustine's parking code on [DATE]. The fee adopted per required off-street parking space is [DOLLAR AMOUNT].
- (3) Parking facilities. To establish a payment of an in-lieu parking fee program requires the city maintain the collection of Mobility Fees as per Chapter 21 in the land development code in addition to the in-lieu parking fee program and maintain a Mobility Plan and subsequent annual update to the adopted CIP related to the provision of parking and alternative forms of transportation. establishment of areas, districts or zones to provide either a structured or surface off-street parking facility. The service area for each facility is dependent upon the funding of a micromobility (electric scooters and/or electric bikes) program or a frequent transit circulator program offering frequencies of 15 minutes or less or an on-demand program. The service areas for these facilities shall meet the following criteria:
 - a. Off-street surface parking facility with out a programmed micromobility or transit circulator program should not serve an area greater than a one thousand three hundred and twenty (1,320) foot, or one-quarter mile, radius measured from each project access;
 - b. Off-street surface parking facility with a programmed micromobility or transit circulator program should not serve an area greater than a five thousand two

- hundred and eighty (5,280) foot, or one mile, radius measured from each project access;
- ~~e. Off-street structured parking facilities with 250 or less parking spaces and with-out a programmed micromobility or transit circulator program should not serve an area greater than a two thousand six hundred and forty (2,640) foot, or half mile, radius measured from each project access;~~
 - ~~d. Off-street structured parking facilities with 250 or less parking spaces with a programmed micromobility or transit circulator program should not serve an area greater than a five thousand two hundred and eight (5,280) foot, or one mile, radius measured from each project access; or~~
 - ~~e. Off-street structured parking facilities with more than 250 shall be required to have a programmed micromobility or transit circulator program and can serve an area up to a 2 mile radius measured from each project access;~~
- (4) Parking off-set. Developments may elect to pay an in-lieu of parking fee for all or a portion of required off-street parking. The following uses shall be required to provide drop-off and pick-up areas or valet service for motor vehicles where the payment in-lieu of option is used for more than 10% of the required off-street parking:
- a. Any use for overnight accommodations such as a hotel, motel or bed and breakfast shall provide space to accommodate at least two vehicles, plus one space per 50 rooms, for drop-off and pick-up. Any use that provides overnight accommodations where the parking facility entrance is more than four hundred (400) feet from the front entrance of the use, valet service shall be provided.
 - b. Any residential use shall provide space to accommodate at least two vehicles, plus one space per 50 units, for drop-off and pick-up.
 - c. Adequate queuing space shall be provided, and the City may require a traffic analysis, depending on the type of use and location, to demonstrate that adequate queuing space is provided.
 - d. The dimensions for drop-off and pick-up areas shall be the same as those for parking spaces off-street loading requirements and required type of drive-aisle access provided. The drop-off and pick-up areas may be provided on a drive-aisle, so long as there is a drive-aisle provided and required parking spaces are not blocked.
 - e. The Planning and Building director, or designee, is authorized to approve a reduction in total required off-street parking spaces up to the lesser of five (5) spaces or fifty (50) percent. Any amount above this provision requires approval from the Planning and Zoning Board in the form of a use by exception request.
- (5) Use of funds. All proceeds from such a fee shall fund the City of St. Augustine's Mobility Plan Projects to encourage accessible, energy efficient, sustainable and economically viable transportation options that meet the needs of residents, employers, employees and visitors through a variety of innovative methods that are sensitive to the environmental, historical, and cultural resources of the City of St. Augustine.
- (6) Fee Payment. For property owners opting to pay in full, or lessees of properties, payment of the in-lieu fee is due upon issuance of a building permit or equivalent.
- (7) Installment Payment. The in-lieu fee may also be paid in installments. Applicants for an in-lieu fee which is not paid in full at the time of permit issuance or equivalent, must

enter into an In-Lieu of Parking Fee Agreement with the City prior to or upon issuance of a building permit or equivalent subject to the following:

- a. Such agreement shall be recorded in public records with the St. Johns County Clerk of Circuit Court;
 - b. The obligations imposed by such an In-Lieu of Parking Fee Agreement constitute a restrictive covenant upon a property, and shall bind successors, heirs and assigns. The restrictive covenant shall be released upon full payment of the in-lieu parking fees including attorneys' fees and costs;
 - c. In-Lieu of Parking Fee Agreements shall only be made between the City and the Owner(s) of the subject property;
 - d. If an In-Lieu of Parking Fee Agreement is entered into, installment payments shall be made over a period not to exceed five (5) years with payments made at least twice a year. The first installment shall be 25 percent of the total fee and is to be paid upon signing the agreement. Additional installments shall be based upon the total number of years of the installment agreement and the required number of annual payments; and
 - e. There shall be no interest due under this payment schedule for installment agreements of three (3) years in length or less. For installment agreements greater than three (3) years, the interest shall be based on the annual maximum percentage on bond payments made by the City, or 5%, annually, whichever is less.
- (8) Record of program utilization. The Director of the Planning and Building Department, or designee, shall maintain a record of the developments that utilize the in-lieu of parking fee program and the number of spaces allocated to the program for each programmed public parking facility.
- ~~(9) Operating hours. The operating hours of the programmed public parking facility are at the sole discretion of the governmental entity that owns the facility and shall not be affected by parking spaces intended for commercial tenants of the development. The programmed public parking facility shall be accessible twenty-four hours if funds are collected from overnight accommodation or residential uses.~~
- (10) (9) Biennial fee review. The in-lieu of parking fee shall be reviewed at a minimum every two years and the fee adjusted as warranted.
- (h) Multimodal Parking Requirements. In addition to any off-street parking provided for vehicles the following requirements for multi-modal transportation must also be met.
- (1) Bicycle, scooter and micromobility device parking. One rack accommodating two bicycles, scooters, micromobility devices or some combination thereof shall be provided per the following:
 - a. One (1) rack for every ten (10) off-street parking spaces provided for non-residential uses.
 - b. One (1) rack per dwelling unit for multifamily uses with three or more dwelling units and one (1) rack per every ten (10) off-street parking spaces provided for visitors. In addition, for common area structures, such as a clubhouse, or per every ten (10) off-street parking spaces provided or one for every 1,000 sq. ft. of common area structure, whichever is greater.

- (2) Additional bicycle, scooter, micromobility device or some combination thereof provided may be used to offset required vehicle parking at a rate of one for one, up to ten (10) percent of the total requirement.
- (i) Motorcycle moped and motorized scooter parking. One space for the parking of a motorcycle, moped, motorized scooter or similar vehicle that requires license and registration by Florida Statute shall be provided for every 20 off-street parking spaces provided.

Sec. 28-374. - Off-street stacking requirements.

- (a) Whenever a structure or use requires the off-loading of passengers or allows for use without exiting the vehicle, stacking or off-loading lanes and spaces will be required on-site as follows:
 - ~~(1) Drive-through uses. Three (3) stacking spaces per window.~~
 - ~~(2) Child care facilities. One (1) stacking space per eight (8) students up to a minimum of five (5) spaces.~~
 - ~~(3) Schools. One (1) stacking space per fifteen (15) students up to a maximum of ten (10) spaces.~~
 - ~~(4) Hotel/motel office. Two (2) stacking spaces.~~
 - ~~(5) Automatic/mechanical car wash. Three (3) stacking spaces per individual unit.~~
 - ~~(6) Hand car wash/auto detailing. Two (2) stacking spaces per individual unit or work station.~~
 - ~~(7) Dumpsters/trash receptacles. One (1) stacking space per dumpster or receptacle location, oriented to allow loading without requiring access or maneuvering through parking spaces.~~
- a. Fast food drive-thru. A methodology meeting is required to identify three (3) existing locations for the same fast-food use or equivalent and that the queue provided be the maximum of the three (3) sites, unless otherwise approved by the City's Planning and Building Department.
- b. Car wash drive-thru. A methodology meeting is required to identify three (3) existing locations for the same car wash use or equivalent and that the queue provided be the maximum of the three (3) sites, unless otherwise approved by the City's Planning and Building Department.
- c. Non car wash or fast-food drive-through uses. Three (3) stacking spaces per window.
- d. Childcare facilities. One (1) stacking space per eight (8) students up to a maximum of five (5) spaces.
- e. Schools. One (1) stacking space per fifteen (15) students up to a maximum of ten (10) spaces.
- f. Hotel/motel office. Two (2) stacking spaces.
- g. Automatic/mechanical car wash. Three (3) stacking spaces per individual unit.
- h. Hand car wash/auto detailing. Two (2) stacking spaces per individual unit or workstation.
- i. Dumpsters/trash receptacles. One (1) stacking space per dumpster or receptacle location, oriented to allow loading without requiring access or maneuvering through parking spaces.

- (b) A stacking space shall be a minimum of twelve (12) by twenty (20) feet and shall be located so as not to obstruct, endanger or interfere with either on-site or off-site access, maneuvering or traffic patterns. Stacking lanes shall be marked or separated to prevent use as access and to protect users while off-loading or waiting.

Sec. 28-375. - Off-street loading requirements.

Whenever a structure or use requires the loading or off-loading of supplies or materials, loading zones or spaces will be required on-site as follows:

- (1) Multiple office building, motel, hotel, hospital, auditorium, theatre or similar use. One (1) space if aggregate floor area is over five thousand (5,000) square feet but not greater than forty thousand (40,000) square feet, plus one (1) space for each additional sixty thousand (60,000) square feet or major fraction thereof.
- (2) Retail or service establishment, wholesale establishment, mini-warehouse and self-storage facilities, industrial uses and restaurant. One (1) space if the gross floor area is not greater than twenty thousand (20,000) square feet; two (2) spaces if the aggregate floor area is more than twenty thousand (20,000) square feet but not greater than sixty thousand (60,000) square feet; plus one (1) space for each additional sixty thousand (60,000) square feet or major fraction thereof.
- (3) In no case shall the required off-street loading space be less than the following:
 - a. Auditoriums, theatres, hotels, motels, hospitals, industrial uses, warehouse uses, multiple office buildings or individual offices of greater than four thousand (4,000) square feet; retail stores, restaurants and all other commercial buildings shall have at least one (1) space.
 - b. Shopping centers or shopping plazas shall provide at least one (1) space for every two (2) stores or businesses located so as to service both locations.
- (4) In no case shall the required off-street loading space be part of the area used to satisfy the off-street parking requirements of this chapter. The off-street loading space required for the uses mentioned in this section shall in all cases be on the same lot or parcel of land use as the structures or use it is intended to serve.
- (5) A loading space shall be located so as to facilitate loading and off-loading and so as not to obstruct, endanger or interfere with either on-site or off-site access, maneuvering or traffic patterns. Loading spaces or loading zones shall be marked or located to prevent use as access or parking and to protect users while loading or off-loading.
- (6) A loading space or loading zone may be located adjacent to a building to allow parallel parking when use of such space or zone is limited to fifteen (15) minutes or less, when this time limit is clearly indicated, and when other parking is prohibited.

- (7) A loading space or loading zone shall be a minimum of twelve (12) feet by twenty-five (25) feet and shall be oriented so as to allow loading and off-loading without requiring access or maneuvering through parking spaces.
- (8) A loading space or loading zone for ride share uses must be designed in a manner to ensure safety of pedestrians and convenience for users meaning they must be located adjacent to a building or a sidewalk and must be consistent with Sec. 28-376. – Mobility hubs.

Sec. 28-376. – Mobility hubs.

- (a) Mobility hub. A new development, redevelopment, or change of use may propose the planning, design and construction of a mobility hub. Mobility hubs are intended to serve multimodal transportation and can include:
- (1) A covered, ADA accessible facility that is amenitized, lighted, provides for air circulation and connectivity to adjacent multimodal facilities and land uses;
 - (2) Designated drop-off and pick-up areas for ride-share, ride-hail, transit, trolley, and deliveries;
 - (3) Parking spaces for car share and low speed vehicles;
 - (4) Micromobility racks, corrals, charging or docking stations;
 - (5) Charging stations for electric vehicles and mobile devices;
 - (6) Sponsorship of the City’s micromobility program;
 - (7) If located in a Historic Preservation zoning district, the mobility hub facility shall meet historic district architectural requirements and be compatible with surrounding land uses;
 - (8) The City may consider allowing for the naming or branding of the facility after the development or an appropriate name. Any naming or signs shall conform to all requirements of the City code; and
 - (9) The size, scale, amenities, and any agreements with the City provided with the mobility hub shall be used to determine how many required parking spaces maybe off-set. The maximum off-set available would be 40% of the total required parking, subject to review by the Planning and Building Department director.

Sees. 28-376 – 28-399. – Reserved.

Secs. 28-377 – 28-399. - Reserved. “

SECTION 2. Amending Chapter 28, Section 28-347(3). Chapter 28, Section 28-347(3) of the Code of the City of St. Augustine is hereby amended as follows: [Note: ~~striketrough~~ language deleted, underline language added]

Sec. 28-347. – Supplementary regulations for certain uses.

“...

(3) Parking lots. Off-street parking lots shall be a permissible use by exception in all districts where such lots are ~~within four hundred (400) feet~~ one thousand three hundred and twenty (1,320) feet, or one quarter mile, of ~~the~~ premises requiring off-street parking; those within four hundred (400) feet can be approved by the Planning and Building department director, or designee as per Sec. 28-371. ~~such~~ Parking lots in residential districts shall also conform to the following:

- a. A six-foot solid masonry wall or fence shall be erected along all property lines adjunct to residentially zoned property.
- b. No source of illumination for such lots shall be directly visible from any window in any residence in the residential district.
- c. There shall be no movement of any vehicles on such lots between the hours of 11:00 p.m. and 7:00 a.m.
- d. There shall be no sales or service activity of any kind on such lots.
- e. Vehicles prohibited from being parked in residential districts by section 28-336 shall not be permitted to be parked on such lot.
- f. All parking lots shall be paved with erosion-resistant material in accordance with city specifications (see division 2 of this article).

...”

SECTION 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 4. If any section, subsection, sentence, clause, phrase or provision of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not be so construed as to render invalid or unconstitutional the remaining provisions of this ordinance.

SECTION 5. This ordinance shall be effective ten (10) days after passage, pursuant to s. 166.041(5), Florida Statutes.

PASSED by the City Commission of the City of St. Augustine, Florida, this
_____ day of _____, 2024.

ATTEST:

Nancy Sikes-Kline, Mayor-Commissioner

Darlene Galambos, City Clerk
(SEAL)