

## ARTICLE 10 – PARKING AND LOADING

### **Section 10.1. Purpose and Intent**

The purpose of this Article is to ensure the provision of adequate pedestrian circulation and off-street parking and loading areas. It is further the intent to avoid urban congestion on public streets to protect the level of service and capacity of existing streets to avoid unnecessary conflicts between pedestrian and vehicles and to promote the general health, safety, and public welfare. These regulations shall apply to all parking and loading areas, including driveways for single-family and duplex dwellings, established within the City of Punta Gorda. Any plans for re-striping or modifying the number of parking or loading spaces shall be approved by the Zoning Official upon the submittal of a parking lot plan which complies with this Ordinance.

### **Section 10.2. General Principles**

Off-street parking and loading areas should be designed to minimize breaks in the pedestrian environment along the public street and create safe and comfortable passage for pedestrians. The following standards shall be met.

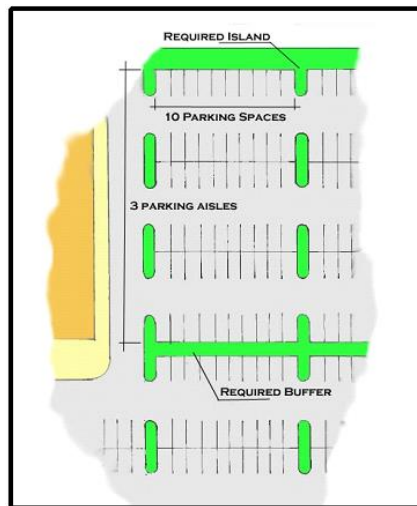
- (a) Parking and loading areas shall be placed behind buildings; ~~side of the building parking will be permitted only as indicated by Building Type.~~ Off-street parking and loading is not permitted in front of the primary building façade except in General Single Family Residential and General Multi-Family Residential Zoning.
- (b) The Traditional Punta Gorda (TPG) zoning district provides its own standards for the location of off-street parking areas; the location and setbacks for parking areas in TPG vary by the lot's regulating district.
- (b) To the extent practicable, adjoining parking and loading areas serving non-residential buildings shall be interconnected.
- (c) Off-street parking and loading areas shall be designed to facilitate adequate movement and access by sanitation, emergency, and other public service vehicles without posing a danger to pedestrians or impeding the function of the parking area.
- (d) Off-street parking and loading areas shall be designed so that parked vehicles do not encroach upon or extend onto public rights-of-way, sidewalks, or strike against or damage any wall, vegetation, utility, or other structure.
- (e) Off-street parking and loading facilities shall be used solely for the parking of vehicles in operating condition by the patrons, occupants, or employees of the use to which such facilities are accessory. No motor vehicle repair work, except emergency service, shall be permitted in association with off-street parking and loading facilities. The storage of commercial vehicles or merchandise or the sale of vehicles shall be prohibited in a required off-street parking or loading area, except as specifically authorized in this Code.
- (f) Facilities accessory to residential uses shall be used solely for the parking of non-commercial vehicles, which are owned by the occupants of the dwelling or their guests.
- (g) In no event shall parking or loading areas be provided in a manner that requires vehicles to back out into the public rights-of-way, or that requires vehicles to enter or exit a site in a manner which would require them to make an unlawful maneuver within the public right-of-way. This

requirement does not apply to areas consisting of driveways serving single-family detached, or duplex, triplex, or fourplex dwellings, although direct access onto arterial roadways is discouraged.

- (h) Parking and loading facilities shall be maintained in a clean, orderly, and dust-free condition at the expense of the owner or lessee. Parking and loading areas shall be resealed or repaved and pavement markings periodically repainted and on-site traffic control signs replaced, as necessary, to maintain a clear identification of individual parking and loading spaces and to facilitate the safe movement of pedestrian and vehicular traffic.

### **Section 10.3. Parking Specifications**

- (a) All parking lots shall be located behind the building frontage line of the principal building served by the parking lot. The TPG zoning district provides its own standards for the location of parking lots.
- (b) Parking lots should be visually and functionally segmented into several smaller lots by use of landscaped areas in the following manner:
  - (1) A maximum of 10 parking spaces shall be permitted between landscape islands [Section 12.4(a)(2)].
  - (2) A maximum of 3 parking aisles shall be permitted between parking perimeter buffers [Section 12.4(a)(1)].



- (c) For all uses except single-family, duplex, triplex, and fourplex ~~and two-family~~ dwellings, standard curbing shall be provided along the periphery of all driveways, parking and loading areas.
- (d) Off-street parking and loading areas and driveways shall be paved or contain a similar type material approved by the Zoning Official. Gravel or other stabilization material without a permanent wearing surface is not permitted.
- (e) Curb and gutter shall be installed where deemed necessary by the Public Works Director, within off-street parking and loading areas in order to manage storm drainage, channelize traffic, protect buildings and landscaping areas, and separate pedestrian and vehicular circulation areas.
- (f) Parking spaces shall meet the following dimensions:

- (1) Standard parking spaces shall be a minimum of 18 feet long and 9 feet wide; however, where a wheel stop is utilized, a minimum of 16 feet of pavement with a 2 foot overhang will be permitted.
  - (2) Parallel parking spaces shall be a minimum of 22 feet long and 8 feet wide.
  - (3) Compact spaces shall be a minimum of 15 feet long and 8 feet wide. If specifically designed and identified with a sign reading "For Compact Only", a maximum of 20 percent of the parking stalls required may be compact spaces.
  - (4) Handicap spaces shall meet the most current State and Americans with Disabilities Act (ADA) requirements.
  - (5) Motorcycle/Scooter spaces shall be a minimum of nine feet long and six feet wide, and shall be counted toward meeting parking requirements of up to ten percent of the total parking requirement.
- (g) Parking area aisle widths shall conform to the following table, which varies the width requirement according to the angle of parking.

| AISLE WIDTH IN FEET |    |    |    |    |    |
|---------------------|----|----|----|----|----|
| Angle of parking    | 0  | 30 | 45 | 60 | 90 |
| One-Way Traffic     | 12 | 12 | 18 | 20 | 24 |
| Two-Way Traffic     | 24 | 19 | 20 | 22 | 24 |

- (h) Driveways are required for all improved properties having access to public or private roads. It shall be unlawful to construct any driveway without a permit from the City Building Division. A permit application with a detailed driveway plan must be submitted to the City of Punta Gorda Building Division for approval prior to permit issuance for driveways. The driveway plan shall illustrate the proposed location and dimensions of the drive approach and its relationship with existing pavements.
- (1) All driveway aprons within the City right-of-way must be a minimum of four inch thick reinforced concrete construction.
  - (2) All driveway material on private property shall be hard surface asphalt or concrete or decorative pavers. Marl, shell, or gravel driveways are not permitted.
  - (3) Any decorative additions to driveways in the public right-of-way over and above the standard four inch thick reinforced concrete driveway, specifically, but not exclusively brick pavers, tile, cementations/decorative overlays and color coating or finishes will not be replaced by the City when the driveway in the right-of-way is removed and replaced in accordance with City authorized work.
  - (4) Any such decorative additions must be in addition to the required four inch thick reinforced cement driveway.
  - (5) Any improvements or decorative additions exceeding one-fourth an inch in thickness and not constructed in conjunction with a permitted driveway so as to establish proper elevations for drainage, will require replacement of the existing driveway in the right-of-way.
  - (6) Total driveway width permitted for single family and duplex property shall be constructed in accordance with the following:
    - a. For property with up to 80 feet of street frontage on a single street, total driveway width shall not exceed 28 feet, with no single driveway exceeding 24 feet in width at the property line and through the right-of-way.

- b. For property with more than 80 feet of street frontage on a single street, no single driveway shall exceed 24 feet in width at the property line and through the right-of-way and total driveway width shall not exceed 35 percent of the total street frontage up to a maximum of 48 feet total driveway width at the property line and through the right-of-way, unless a third driveway is approved by Special Exception as is permitted herein.
  - c. For properties that front on more than one street, the second street front shall be allowed only one driveway not to exceed 24 feet in width at the property line and through the right-of-way.
- (7) Non-residential and multi-family driveways shall be a maximum of 20 feet in width for one-way traffic and 24 feet in width for two-way traffic. In no case shall a driveway width exceed 24 feet, except as required by the Florida Department of Transportation and Fire Safety requirements.
  - (8) Single-family residential driveways shall be constructed so that no part of the driveway, excluding the flair, is closer than 25 feet to the intersection of the right-of-way lines of any nearby roadway intersection.
  - (9) For multi-family and commercial properties, no point of access shall be allowed within 40 feet of the intersection of two right-of-way lines of any two intersecting public streets. The City Engineer shall determine that the location and design meets all safety and drainage requirements, and may require the distance to be increased to ensure public safety concerns are addressed; or the City Engineer may allow this distance to be reduced based on specific site conditions. The City Public Works Department or the Building Division may deny a permit application, or may require a modification to the proposed design when deemed appropriate in the interest of public safety.
  - (10) A maximum of two driveways may be permitted for ingress and egress purposes to and from a single property or development on each road abutting the property. A third driveway may be permitted by Special Exception provided such third driveway does not exceed 24 feet in width at the property line and through the right-of-way, and the cumulative width of all driveways does not exceed 35 percent of street frontage at the property line and through the right-of-way, and if a proposed or existing residential structure is located on a minimum of one hundred and fifty feet of street frontage on a single street. This includes phased development if the minimum distance between the two driveways measured at the property line is equal to or exceeds twenty feet in single family residential districts and fifty feet for all other districts.
  - (11) In tract development where the minimum distance between adjacent driveways on a single street exceeds 100 feet, or the development exceeds two acres of land area, the number of driveways may be increased upon recommendation by Urban Design.
  - (12) No driveway shall be located closer than six feet from an adjoining lot under other ownership or in a recorded easement in the Special Residential Overlay District, and no closer than five feet at the property line in other residential districts, and subject to setback requirements in the mixed use and commercial districts.
  - (13) Driveway flairs and any culvert drainage pipe shall not extend more than three feet on each side of the driveway. In any event, driveway flairs may not extend beyond the property line. Flairs shall extend from the roadway up to the swale, or ten feet from the edge of the road, whichever is less.
  - (14) The surface area of all driveways located on private property shall be included in the total impervious area calculation and must be included on all plans for new driveway construction or for driveway replacement.

(15) All driveways shall accommodate existing or planned sidewalks for ADA accessibility, (ramp slope, cross slope, and crossing marking where necessary, as determined by Public Works and the Building Division.)

- (i) Non-residential off-street parking areas which are provided in excess of the requirements established in this Article shall be located on grassed or sodded surface. Alternative materials may be substituted for grass or sod with the approval of the City Council. Such parking area shall include curb stops, a paved driveway apron across the public right-of-way and required landscape screening per Article 12 of this Chapter.

Application for City Council approval of alternative materials must include signed and sealed engineered drawings providing for applicable stormwater retention and compliance with the Southwest Florida Water Management District requirements. The site must also meet all Federal and State handicapped accessibility requirements.

- (j) **Definitions.** The following definitions shall apply in this section.

- (1) “Electric vehicle” shall mean any motor vehicle register to operate on public roadways that operates either partially or exclusively on electric energy. Electric vehicles include:
  - a. Battery-powered electric vehicles;
  - b. Plug-in hybrid electric vehicles;
  - c. Electric motorcycles; and
  - d. Fuel cell vehicles
- (2) “Electric vehicle charging level” shall mean the standardized indicator of electrical force or voltage at which the battery of an electric vehicle is recharged, as follows:
  - a. AC Level 1 transfers 120 volts (1.4-1.0kW) of electricity to an electric battery.
  - b. AC Level 2 transfers 240 volts (up to 19.2kW) of electricity to an electric vehicle battery.
  - c. DC Fast Charging Levels 1 and 2 transfer a high voltage (typically 400-500 volts or 32-100kW, depending on the electrical current) of direct current electricity to an electric vehicle battery.
- (3) “Electric vehicle parking space” shall mean an off-street parking space this is equipped with an electric vehicle charging station.
- (4) “Electric vehicle charging station” shall mean battery charging equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle.

- (k) **Electric vehicle parking.** If specifically designed and identified with appropriate markings and/or signage as outline in this Section, a maximum of twenty (20) percent of the parking spaces required may be electric vehicle parking and shall meet the following design standards, in addition to all other design standards set forth in this section.

- (1) Electric vehicle parking spaces shall be painted green, or shall be marked by green painted lines and curbs and/or wheel stops.
- (2) Each electric vehicle parking space shall be marked by a sign designating the parking space as an electric vehicle parking space, in accordance with the Manual on Uniform Traffic Control Devised (MUTCD) of the Federal Highway Administration.
- (3) Each electric vehicle charging station shall be subject to the architectural provisions of Article 7, Section 7.4(a)(7).
- (4) Each electric vehicle charging station shall be equipped with a sign that includes the following information:

- a. Voltage and amperage levels;
  - b. Any applicable usage fees;
  - c. Safety information; and
  - d. Contact information for the owner of the charging station to allow a consumer to report issues relating to the charging station.
- (5) Electric vehicle charging stations shall contain a retraction device, coiled cord, or a fixture to hang cords and connectors above the ground surface.
  - (6) Electric vehicle charging stations shall be screened from view from any abutting rights-of-way, with the exception of alleys.
  - (7) Electric vehicle charging stations shall be maintained in good condition, appearance, and repair.
- (l) **Vehicular interconnection.** Non-residential parking areas on adjacent lots shall be connected wherever practicable.
- (1) Purpose and intent. The purpose of requiring cross-access in certain situations is to reduce the necessity to use the existing public street system in order to move between adjacent and complementary land uses where such interchange of vehicular or pedestrian strips are likely to occur.
  - (2) Requirements. For uses requiring DRC approval of site plans the following shall apply:
    - a. Traffic circulation and control patterns within the site shall be adequate to provide vehicular and pedestrian access to adjoining properties and streets;
    - b. Walkways, bike lanes and paths shall be located so that users may move from store to store or building to building on the site and to adjacent properties, with the minimum possible conflicts with vehicular traffic and the maximum possible efficiency of pedestrian/bicycle circulation;
    - c. Walkways, travel lanes and driveways shall be connected with related facilities in adjacent properties;
    - d. All commercial, office, multi-family, recreation, and community facility uses shall be designed to require vehicular and pedestrian cross access to adjacent commercial, office, multi-family, recreation, and community facility uses. Shared access points on public or private streets shall be required where determined to be necessary by the Urban Design Manager or his/her designee, to protect capacity on adjoining roadways or in the interest of public safety.
      - i. If the adjacent site is developed, the developer shall design and build the appropriate cross-access to the property line of the adjacent property.
      - ii. If the adjacent site is undeveloped, the developer shall design and build the cross-access to the property line of the adjacent parcel in anticipation of future connection when that site is developed.

#### **Section 10.4. Off - Site Parking Areas**

The City Council, upon review and recommendation of the Planning Commission, may authorize the utilization of off-site parking areas for uses within non-residential and mixed-use districts, and they may be used anywhere within the HC and TPG districts. The owner of a site utilizing an off-site parking area shall provide evidence of the owner's right to use the off-site parking area either by license, deed, easement, or by long term lease. Pedestrian access shall be available within a walking distance of 500 feet, measured from the nearest point of the building lot to an entrance to the parking area. Such separated parking areas shall be usable without causing unreasonable traffic congestion, detriment to any residential neighborhood, or hazard to pedestrians.

## **Section 10.5. Shared Off - Street Parking**

The joint use of shared off-street parking between two uses may be made by contract between two or more adjacent property owners. Adjacent lots in the HC district shall be interconnected. Entities that operate at different times may jointly use or share the same parking spaces with a maximum of one-half of the parking spaces credited to both uses if one use is a church, theater, assembly hall or other non-residential use whose peak hours of attendance will be at night or on Sundays, and the other use or uses are ones that will be closed at night or on Sundays or upon the normal hours of operation. The City Council, upon review and recommendation of the Planning Commission, may authorize a reduction in the total number of required parking spaces when the City Council makes a determination that two or more uses can be adequately served by the same parking spaces by reason of the characteristics of the land uses and the hours of operation. The City Council is also authorized to require restrictions on the use and hours of operation of any uses that share parking spaces.

## **Section 10.6 Parking in the TPG Zoning CC District**

To encourage the continuing revitalization of the City's TPG (Traditional Punta Gorda) downtown City Center zoning district, the citywide on-site parking requirements are reduced for TPG land as follows:

- (a) The parking ratios in the following table establish the minimum parking required for land uses in the various regulating districts in the TPG zoning district:

| <u>Land Use</u>                              | <u>Downtown Core:<br/>Lots &lt; 20,000 sq. ft.</u> | <u>Downtown Core:<br/>Lots ≥ 20,000 sq. ft.</u> | <u>All Other<br/>Regulating Districts</u>                            |
|--|--|---|--|
| <u>Residential</u>                           | <u>No Min. Parking<br/>Requirement</u>             | <u>1 space per unit</u>                         | <u>1.5 spaces per unit</u>   |
| <u>Office &amp; Retail</u>                   |  | <u>1 space per<br/>1,000 sq. ft.</u>            | <u>1 space per<br/>500 sq. ft.</u>                                   |
| <u>Institutional/Medical/<br/>Government</u> |  |   | <u>25% Reduction to<br/>Required Parking<br/>per Section 10.7(b)</u> |
| <u>Industrial</u>                            | <u>N/A</u>   | <u>N/A</u>                                      | <u>1 space per<br/>4,000 sq. ft.</u>                                 |
| <u>Marina</u>                                | <u>N/A</u>   | <u>1 space per<br/>2 boat slips</u>             | <u>1 space per<br/>2 boat slips</u>                                  |

- (b) Existing or newly created on-street public parking directly abutting or within 600 feet from the development site may be counted toward fulfilling the on-site parking ratios.
- (c) No on-site parking spaces are required for a business or civic/education use that occupies less than 1,500 square feet of floor area.
- (d) Other parking adjustments allowed by this article may also be used in the TPG zoning district, for instance the adjustments for off-site parking areas and for shared off-street parking in Sections 10.4 and 10.5.

City has created a Parking Exemption Area as shown on the map below. Within this exemption area, buildings with a footprint of 10,000 square feet or less are not required to provide parking for the uses on the site.



For those buildings and uses in the City Center Zoning District located outside of the Parking Exemption Area and for those buildings and uses in the Parking Exemption Area but in excess of the 10,000 square foot building footprint size, the following are parking requirements. Existing or newly created on-street public parking directly abutting the development site may be used to fulfill this requirement. Additional parking may be provided on-site, not to exceed the number of spaces for the uses as listed in Section 10.7.

Residential: 1 space per living unit

All other uses: 1 space per 1,000 square feet, but not less than 1 space.

(e) **NOTE:** In the TPG zoning district, City Center District, existing buildings which were legally constructed without the provision of on-site parking and infill housing on existing lots of record will be considered conforming as to parking. Such buildings are eligible for change of use and renovation without providing additional parking.

### **Section 10.7. Parking Ratios for all Zoning Districts except City Center**

The parking recommendations as listed in the most recent Institute of Transportation Engineers (ITE) Parking Generation Manual for the associated land use may be substituted for specific uses in lieu of parking requirements listed herein upon approval of said request by the Zoning Official or designee. Supporting documentation from the ITE Parking Generation Manual shall be required to be submitted as part of the permit application. In the absence of alternate parking recommendations, the minimum parking ratios below shall apply except where other sections of this article allow adjustments to these ratios.

**(a) Residential**

- (1) Apartment/Multi-family - 2 per unit
- (2) Attached and Detached Homes - 2 per unit
- (3) Workforce and Affordable Housing - 1 to 1.5 spaces per unit

**(b) Institutional/Medical/Government**

- (1) Institutions of higher learning - 1.5 per 2 students and 1 per 2 residents
- (2) High schools - 1.5 per 5 students
- (3) All other schools - 1.5 per classroom
- (4) Government and Civic institutions - 1 per 300 square feet and/or 1 per 4 seats of meeting area
- (5) General health - 1.2 per bed



- (6) Religious and cultural facilities - 1 per 4 seats
  - (7) Civic / Social / Fraternal organizations - 1 per 200 square feet and/or 1 per 4 seats
  - (8) Adult care and group home - 1 per 3 residents
  - (9) Assisted Living/Nursing Homes, Long Term Care Facility - 1 per 4 beds and 1 per employee
  - (10) Childcare - 1 per 10 children
- (c) **Office and Retail**
- (1) Offices - 1 per 400 square feet
  - (2) Retail - 1 per 250 square feet
  - (3) Theaters - 1 per 3 seats
  - (4) Bed & Breakfast Inns/ Hotels / Motels - 1 per room or suite
  - (5) Convention facilities - 1 per 250 square feet
  - (6) Night clubs / Lounges / Bars / Restaurants - 1 per 100 square feet
  - (7) All other commercial - 1 per 300 square feet
- (d) **Industrial**
- (1) Manufacturing/Warehousing/Light Assembly - 1 per 4,000 square feet of non-office space and 1 per 400 square feet of office
  - ~~(2) All other industrial uses - 1 per 400 square feet~~
- ~~(e) All other industrial uses - 1 per 400 square feet~~
- (e) ~~(f)~~ **Miscellaneous**
- ~~(1) Train station - 1 per 4 seats~~
  - (1) ~~(2)~~ Marinas - 1 per 2 boat slips

**Section 10.8. Stacking Spaces**

Stacking spaces shall be a minimum of ten feet in width exclusive of gutter pans and eighteen feet in length. All stacking areas must be separate from other circulation aisles and parking spaces.

- (a) **Food Restaurants.** A minimum of eight stacking spaces shall be required for fast food restaurants with drive-up windows. The distance shall be measured from the drive-up window.
- (b) **Financial Institution Drive-up Windows.** A minimum of five stacking spaces shall be required per drive through lane.
- (c) **Car Wash.** A minimum of five stacking spaces per car wash bay shall be required.
- (d) **Other Uses.** For other uses not specifically provided for herein, the Zoning Official shall make a determination regarding the number of stacking spaces required.

**Section 10.9. Minimum Loading Space Ratio**

Notwithstanding the loading requirement set forth below, in no instance shall more than 5 off- street loading spaces be required for any given use or building. For each retail store, storage warehouse, wholesale establishment, industrial plant, factory, freight terminal, market, restaurant, mortuary, laundry, dry cleaning establishment or similar use which has an aggregate gross floor area of:

| AREA IN SQUARE FEET             | SPACES |
|---------------------------------|--------|
| Over 5,000 but not over 15,000  | 1      |
| Over 15,000 but not over 30,000 | 2      |
| Over 30,000 but not over 60,000 | 3      |

|                                  |   |
|----------------------------------|---|
| Over 60,000 but not over 100,000 | 4 |
| Over 100,000                     | 5 |

These minimum loading requirements apply in the TPG (Traditional Punta Gorda) zoning district only to land in the Flex Commercial Corridor regulating district; see Section 3.2.

**Section 10.10. Loading Specification**

- (a) Standard loading spaces shall be a minimum 15 feet in width and 30 feet in length and provide a minimum vertical clearance of 15 feet; provided, however, that when loading spaces are located alongside each other, additional loading spaces need only be a minimum of 12 feet in width.
- (b) Semi-Trailer loading spaces shall be a minimum of 15 feet in width and 55 feet in length and provide a minimum vertical clearance of 15 feet.
- (c) No off-street loading area shall be located within any required front yard. Furthermore, no off-street loading area shall be used to satisfy requirements for parking or stacking spaces. All loading areas shall be located and designed in a manner which does not interfere with the free circulation of vehicles within parking or stacking areas.
- (d) Loading spaces may be provided cooperatively for two or more uses, subject to the approval by the Zoning Official of appropriate legal instruments to ensure the permanent availability of off-street loading for all such uses. The overall number of loading spaces provided may be reduced by the City Council in those instances where it is demonstrated that adjacent land uses can be adequately served by a shared loading facility. The Planning Commission shall make a recommendation to the City Council regarding any such proposed reduction in the number of required loading spaces. The City Council is also authorized to require restrictions on the use and hours of operation of any uses that share loading spaces.

**Section 10.11. Valet Parking**

Valet parking may be utilized to meet with requirements of Section 10.7, providing the following conditions are complied with:

- (a) Valet parking contract must be made with a valet service or operator licensed by the City, which allows for attendants to receive, park, and deliver the automobiles for the patrons/clients of a facility.
- (b) Any valet parking arrangement used to fulfill the requirement of Section 10.7. shall remain in full force and effect for the entire time the owner of property seeks to provide parking by valet in lieu of providing required parking spaces, or in lieu of paying the required fee. All valet parking agreements must be reviewed and approved by the Development Review Committee for adequacy. Factors to be considered by the Development Review Committee include, but shall not be limited to: (1) the location of where valet parking will occur; (2) whether the valet company has a valid City of Punta Gorda Business Tax Receipt; and (3) whether the agreement provides for an adequate number of attendants. Any subsequent agreement or revisions must also be provided to the Development Review Committee for review and approval. All valet parking agreements shall remain in effect until the owner seeks approval by the Development Review Committee for an alternative parking arrangement which satisfies the parking requirements. Property owners providing valet parking under the provisions of this section shall provide evidence to the Development Review Committee by January 1 of each year that an annual valet parking agreement remains in effect for the next 12 month period. Any property owner who fails to provide such evidence will be required to appear before the Development Review Committee for approval of an alternative parking arrangement. Failure to provide valet

parking under the terms of an approved valet parking agreement shall be deemed a violation of this Chapter.

- (c) A valet drop-off/queuing area must be provided at a minimum length of 100 feet.
  - (1) Greater or lesser queuing area may be approved as a condition of site plan approval based on intensity of use.
  - (2) Queuing must occur on private property or as a condition of the Development Review Committee site plan approval on a public right-of-way where such queuing does not impede normal traffic operation.
  - (3) There must be an adequate number of parking attendants available for vehicle retrieval during business hours to avoid queuing on public right-of-way which impedes normal traffic operation.
  - (4) All valet parking attendants shall have a valid Florida driver's license.
- (d) Valet parking may be utilized to fulfill ADA parking requirements provided that a minimum of two ADA accessible spaces are provided adjacent to the queuing area or located as approved by the Building Division at the Development Review Committee site plan approval for vehicles that cannot be safely operated by a parking professional.

### **Section 10.12. Valet Parking Facilities**

On-site or off-site parking facilities for the exclusive use of valet parking may be provided subject to Development Review Committee approval. The following standards shall apply to Valet Parking Facilities:

- (a) The dimensions for a valet parking space shall be a minimum of 8.5 feet wide and 16 feet in length with a maximum of two spaces along each side of an approved drive aisle.
- (b) Landscape buffers and interior landscaping requirements of Section 12.4. shall apply to all surface lots utilized for valet parking, with the option of transferring the interior requirements to the perimeter buffer areas.
- (c) Property used for valet parking does not need to be under the ownership of the business owner, but must have a valid contract for the property to be used for the approved parking agreement.
- (d) Public parking spaces may not be utilized for valet parking unless approved through a valid contract with the appropriate governmental entity owning such spaces.

### **Section 10.13. Bicycle Parking Specifications**

- (a) All new non-residential and new multi-family developments shall include short and/or long term bicycle parking as specified in this Section. In lieu of this requirement, the applicant may provide funding, at a fee level set by the City Council, for the purchase of community bicycle parking facilities.
  - 1. A fee of \$500 per bicycle rack loop may be paid to the City of Punta Gorda in lieu of the bicycle rack facilities required by this Section. Fees shall be set aside to be used for the purchase, installation and/or maintenance of community bicycle parking facilities.
- (b) The number of required bicycle parking spaces shall be determined on a case-by-case basis by the City Manager, or his designee, based upon the following criteria:
  - 1. Total number of residential units
  - 2. Total non-residential square footage

3. Proximity to existing or planned bicycle infrastructure (bike paths, multi-use paths, bicycle lanes, etc.)
4. The likelihood, based upon consideration of all relevant factors, that such bicycle parking spaces will be utilized.
  - a. Standard bicycle parking spaces shall be a minimum of six (6) feet long and two (2) feet wide.

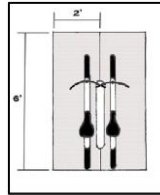


Figure 10.13(a)(1): Standard Bicycle Parking Space

- b. A vertical clearance of seven (7) feet is required for any roof, overhang, or other covering over the area.
- c. An access aisle a minimum of five (5) feet wide shall be required in each bicycle parking facility.

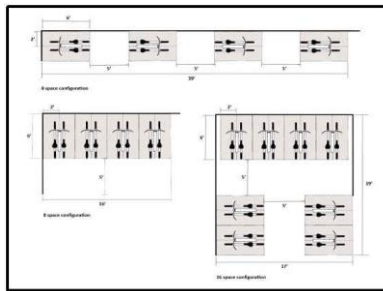
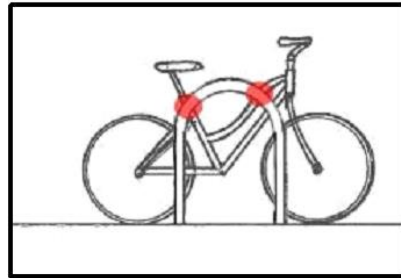


Figure 10.13(a)(3): Example Bicycle Parking Layouts

- d. Bicycle parking areas must be on the ground floor level unless accessible by an elevator designed to safely accommodate riders and bicycles.

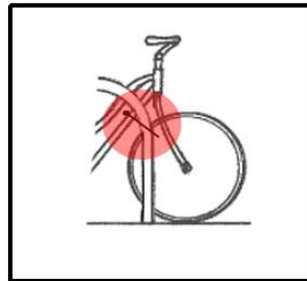
(c) **Bicycle Rack Design Criteria.** All bicycle racks required under this Section shall meet the following design criteria:

1. Support the bicycle upright by its frame at two points.



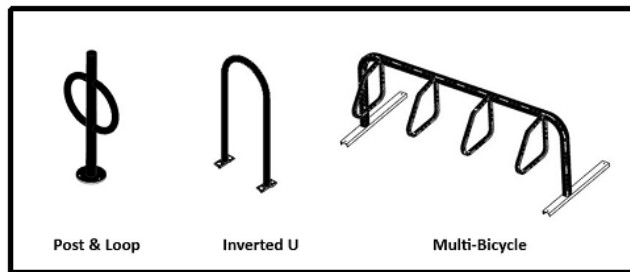
*Figure 10.13(b)(1): Supports Bicycle Frame in two points*

2. Permit the use of a standard U-lock or lock and chain to secure the frame and at least one wheel to the rack.

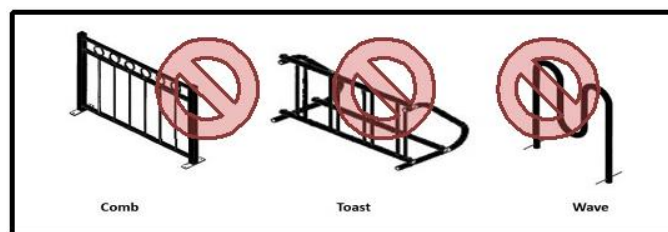


*Figure 10.13(b)(1): U-lock secures the bicycle frame and one wheel to the rack*

3. Be in-ground mounted or secured to a concrete pad with tamper resistant fasteners.



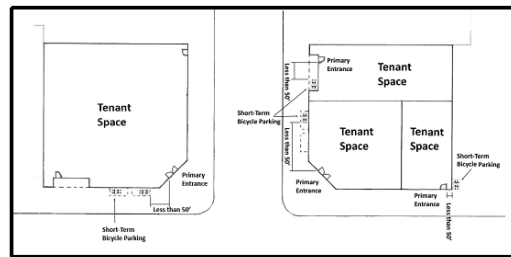
*Figure 10.13(b)(3): Examples of Appropriate Bicycle Rack Designs*



*Figure 10.13(b)(3): Examples of Prohibited Bicycle Rack Designs*

(d) **Short Term Bicycle Parking.** Short term bicycle parking is designed for use by customers or other visitors engaged in short stays of less than eight (8) hours on a particular property. Short Term Bicycle Parking consists of appropriately designed and placed Bicycle Racks. These facilities generally do not provide the same level of weather protection and theft deterrence as Long Term Bicycle Parking.

1. Is required for all non-residential development to encourage shoppers, customers, and other visitors to use bicycles by providing secure, convenient, and accessible place for parking bicycles;
2. Is required for all multi-family development that includes community recreational facilities that include additional vehicular parking;
3. Shall be within 50 feet of a primary (not a service or emergency) building entrance for each tenant;
4. Shall be located on a solid surface (asphalt, concrete pavers, or brick) accessible from pedestrian facilities that provide access to the adjacent building entrance.



*Figure 10.13(c)(3): Examples of Short-Term Bicycle Parking Placement*

(e) **Long Term Bicycle Parking.**

1. Long Term Bicycle Parking is defined to be when a bicycle is likely to be parked/stored in the same location overnight or for more than an eight (8) hour period. Long Term Bicycle Parking is specifically designed for longer term bicycle storage as for employees of a business or residents of a multi-family development. Long Term Parking offers a high degree of security & theft protection consisting of an area to lock individual bicycles within a lockable enclosure. This area is protected from weather and sun by a cover and protected from theft & vandalism by the secondary lockable enclosure like a room or fenced & gated area accessible only to users of the parking area. Bicycle Locker(s) may be used to fulfill any requirement for Long Term Bicycle Parking.
2. A bicycle locker is defined as a lockable box in which a single bicycle can be placed and locked inside. Bicycle lockers are appropriate for long-term bicycle parking because they protect a bicycle from weather, vandalism, and theft.
  - a. Shall be required for all multi-family residential development;
  - b. Shall be required for non-residential development where more than 15 vehicular parking spaces are provided;
  - c. Shall be covered to protect bicycles from sun and precipitation;
  - d. Shall be located within 100 feet of a primary building (not an emergency) entrance or otherwise centrally located if intended to serve multi-buildings;
  - e. Shall be located inside a securable enclosure or structure unless bicycle lockers are utilized to fulfill this requirement;

- f. Shall be located on a solid surface (asphalt, concrete pavers or brick) accessible from pedestrian facilities that provide access to the primary building entrance, parking area, or street.

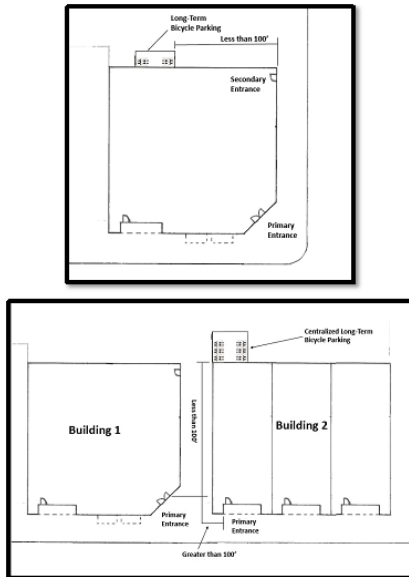


Figure 10.13(d)(4): Examples of Long Term Bicycle Parking