

## ARTICLE 10 - PARKING AND ACCESS

~~residences or duplexes, which is increased in size more than fifty (50%) of the gross floor area as it existed as of March 11, 1964, shall provide off-street parking for the entire building.~~

~~5. Any building or structure, other than single-family residences, duplexes or apartment buildings, which is increased in size more than five (5%) percent but less than fifty (50%) percent of the gross floor area as it existed as of March 11, 1964, shall provide off-street parking for the added portion as outlined hereinafter but will not be required to provide additional parking facilities for the presently existing portion unless required by a change of zoning.~~

### Section 10-102. Geometric standards for parking and vehicular use areas. [formerly 5-1402]

#### A. Dimensions and configuration of parking spaces.

##### 1. Required minimum parking space dimensions:

- a. Parallel parking spaces: ~~Nine (9)~~ Seven (7) feet including the gutter by twenty-two (22) feet
- b. Angled and reverse angled parking spaces: Eight and one-half (8½) feet by eighteen (18) feet.
- c. Disabled parking spaces shall be dimensioned in accordance with Chapter 11 of the Florida Building Code.
- d. At the discretion of the Public Works Director, these dimensions set forth in this subsection may be adjusted depending on considerations such as design speed, right-of-way widths, and other limitations impacting parking dimensions and orientation.

~~2. Wheel stops and curbing. Precast concrete wheel stops or curbing shall be provided for all angled parking spaces that abut a sidewalk such that cars are curbed at sixteen and one-half (16 ½) feet. The balance of the required depth of the parking spaces between the wheel stop or curb and the sidewalk shall be clear of obstructions.~~

##### 3. Required aisle widths. Minimum required aisle widths shall be as follows:

<i>Parking Angle</i>	<i>One-Way Aisle</i>	<i>Two-Way Aisle</i>
0° (parallel) (a); 30° (b); 37.5° (c)	11 feet	<del>22</del> 20 feet
45° (d)	12 feet	22 feet
52.5° (e)	14 feet	22 feet
60° (f)	16 feet	22 feet
90° (g)	22 feet	22 feet

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Parking Angle	One-Way Aisle	Two-Way Aisle
<p>(a)*</p> <p style="text-align: center;">Parallel Parking</p> <p style="text-align: center;">Aisle: 11 ft. one-way; 20 ft. two-way</p> <p style="text-align: right;">22 ft.</p>	<p>(b)</p> <p style="text-align: center;">30° Parking</p> <p style="text-align: center;">Aisle: 11 ft. one-way; 22 ft. two-way</p> <p style="text-align: right;">16.4 ft.</p> <p style="text-align: right;">8.5 ft.</p>	
<p>(c)</p> <p style="text-align: center;">37.5° Parking</p> <p style="text-align: center;">Aisle: 11 ft. one-way; 22 ft. two-way</p> <p style="text-align: right;">17.7 ft.</p> <p style="text-align: right;">8.5 ft.</p>	<p>(d)</p> <p style="text-align: center;">45° Parking</p> <p style="text-align: center;">Aisle: 12 ft. one-way; 22 ft. two-way</p> <p style="text-align: right;">18.7 ft.</p> <p style="text-align: right;">8.5 ft.</p>	
<p>(e)</p> <p style="text-align: center;">52.5° Parking</p> <p style="text-align: center;">Aisle: 14 ft. one-way; 22 ft. two-way</p> <p style="text-align: right;">19.5 ft.</p> <p style="text-align: right;">8.5 ft.</p>	<p>(f)</p> <p style="text-align: center;">60° Parking</p> <p style="text-align: center;">Aisle: 16 ft. one-way; 22 ft. two-way</p> <p style="text-align: right;">19.8 ft.</p> <p style="text-align: right;">8.5 ft.</p>	
<p>(g)**</p> <p style="text-align: center;">90° Parking</p> <p style="text-align: center;">Aisle: 22 ft. one-way; 22 ft. two-way</p> <p style="text-align: right;">18 ft.</p> <p style="text-align: right;">8.5 ft.</p>		

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\* Parallel parking spaces shall be setback an additional one and a half (1 ½ ) feet from walls.

\*\* 90 degree parking spaces shall be setback an additional one (1) foot from walls.

4. ~~Parallel parking pull-out. A five (5) foot long pull-out area shall be provided at the front end of each group of contiguous parallel parking spaces, as shown in the figure below. It shall be marked "no parking."~~

### 4.5. Dimensions of garages and carports.

a. Twelve (12) feet minimum is recommended, the minimum dimensions of garages, carports and porte-cocheres are as follows:

<i>Type</i>	<i>Interior Width</i>	<i>Interior Length</i>
One-car garage or carport	10 feet	22 feet
Two-car garage or carport	20 feet	22 feet
Porte-cochere	10 feet	22 feet
For each additional space	An additional ten (10) feet in width shall be required for each additional car being stored in a garage or carport.	

b. A minimum clearance of nine (9) feet by eighteen-and-a-half (18.5) feet must be maintained within garages to satisfy the requirements for storage of one (1) vehicle.

c. Existing carports that were constructed before October 1, 1992 may be converted into enclosed garages if they have the following minimum dimensions:

<i>Type</i>	<i>Interior Width</i>	<i>Interior Length</i>
One-car garage	9 feet	19 feet
Two-car garage	18.5 feet	19 feet

B. Dimensions of loading spaces. Loading spaces shall be at least ten (10) feet wide by twenty-five (25) feet long, and shall provide at least fourteen (14) feet of vertical clearance.

C. Configuration and connectivity of access driveways and aisles.

1. Access to parking spaces. Access to parking spaces shall be provided in accordance with the following:

<i>Access to parking spaces from:</i>	<i>Permitted methods of access to parking:</i>	<i>Permitted methods of egress from parking:</i>
Alley	Direct access from alley to parking space; or access from aisle to parking space.	Directly from parking space to alley or from aisle to alley. Forward and reverse (back-out) movements are permitted.
Local residential street	Direct access from street to parking space; or access from aisle to parking space.	Directly from parking space to street or from aisle to street. Forward and reverse (back-out) movements are permitted for <u>single-family residence SFR District</u> .

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<i>Access to parking spaces from:</i>	<i>Permitted methods of access to parking:</i>	<i>Permitted methods of egress from parking:</i>
Arterials	Access only from aisle.	Directly from aisle to street; back out for single-family residence <u>SFR District</u> on lots of less than seventy five (75) feet.

2. Ingress and egress driveways.

- a. ~~The minimum~~ maximum width of separated ingress and egress driveways within the public right-of-way shall be eleven (11) feet. The maximum width of combined driveways within the public right-of-way shall match the entrance and exit aisle width, pursuant to the provisions in Section ~~5-1402~~ 10-102 (A)(3)<sup>2</sup>.
- b. Ingress and egress driveways shall connect to the adjacent street or alley such that the intersection of the centerlines of the driveway and the street create an angle that is between eighty (80) and one-hundred (100) degrees.
- c. Ingress and egress driveways shall be designed such that:
  - i. Drivers can enter and exit the from the property without endangering themselves, pedestrians, or vehicles traveling on abutting streets; ~~and~~
  - ii. Interference with the free and convenient flow of traffic on adjacent streets or alleys is minimized; and
  - iii. Pedestrians and sidewalk users are given priority;
  - iv. Landscape within the private property and public right-of-way maintain a consistent tree placement and shade canopy, and provide ample front yard vegetation.

D. Configuration of parking bays within automated parking systems. Automated parking systems shall be designed or restricted such that the positioning of any one vehicle within the automated parking system does not prevent access to any other vehicle, unless the bays that contain the obstructing vehicle and obstructed vehicle are under the control of the same person.

E. Pedestrian access to and through vehicular use areas and parking garages. All vehicular use areas and parking garages shall provide safe pedestrian access to the abutting sidewalk or public right-of-way. Pedestrian pass-throughs of ten (10) feet, minimum, shall be provided within vehicular use areas for each two hundred and fifty (250) linear feet or fraction thereof of frontage to enhance public pedestrian access, provided that properties abut alleys, streets, or other publicly owned properties.

**Section 10-103. Parking, driveway, and vehicular use areas: provision, location and setbacks.**  
[formerly 5-1403]

A. Provision of driveways and driveway approaches.

1. Driveways and driveway approaches required. All vehicular use areas shall have a driveway or driveway approach connection to the alley or street.
2. Permitting and construction costs. Permitting and construction of driveway approaches within the public right-of-way shall be at the sole expense of the property owner.

~~B. Special Use Districts. All required parking in Special Use Districts shall be provided behind buildings, in enclosed garages, and/or in the interior side setback area behind the front building line, except if:~~

<sup>2</sup> These cross-reference changes occurred in Ordinance No. \_\_\_\_ and are included for informational purposes only.

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~~a. There is no principal building or the principal building is too small to screen the required parking; or~~

~~b. The use of the property is a marina, cemetery, or open space area.~~

~~2. Attached residential uses. All required parking for attached residential uses shall be provided behind buildings or in enclosed garages.~~

### BC. Setbacks.

1. Setbacks from buildings. All parts of parking spaces shall be set back from building entrances and exits a distance of at least three (3) feet from the outside edge of the open door.
2. Parking garages and accessory docks (above grade) greater than three and one half (3.5) feet in height. Parking garages and accessory decks of a height that is greater than three and one half (3.5) feet above established grade are subject to the same setback regulations as principal buildings.
3. ~~Parking garages and accessory decks less than or equal to three and one half (3.5) feet in height. Parking garages and accessory decks of a height that is less than or equal to three and one half (3.5) feet above established grade shall be set back a sufficient distance to comply with perimeter landscaping and sight triangle requirements.~~
4. Parking garages (underground). There is no minimum setback for parking garages or parts thereof that are located completely underground, below established grade.
5. Vehicular use areas. Vehicular use areas shall be set back:
  - a. Sufficient distance to comply with zoning district, perimeter landscaping, and sight triangle requirements; or
  - b. If no zoning district, perimeter landscaping requirement, or sight triangle requirement applies: Eighteen (18) inches five (5) feet, minimum, from all property lines.

~~D. Townhouse parking design standard. All off-street parking for townhouses shall be accessed from the rear of the property, either off of an alley or off of a driveway acting as an alley at the rear of the property. No driveways or garage doors shall be permitted along the street frontage of any individual townhouse.~~

### **Section 10-104. Materials, construction, and drainage.** [formerly 5-1404]

- A. Surfacing. Surfacing of all access aisles, driveways and off-street parking areas shall be composed of one or more of the following:
1. Asphalt.
  2. Chattahoochee gravel laid in asphalt with all loose gravel removed.
  3. Clay or cement brick.
  4. Concrete.
  5. Decorative concrete pavers.
  6. Loose gravel, provided that areas of loose gravel are set back five (5) feet from all property lines and bordered by another permitted driveway material.

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7. Rock laid in asphalt with all loose gravel removed.
  8. Wood block.
  9. Permeable pavement or pavers.
  10. Marble, porphyry, or other specialty paving supportive of vehicular traffic.
- B. Engineering standards. The design, materials, drainage requirements, and engineering specifications of parking spaces, access aisles, driveways, points of ingress and egress, turnarounds, and other related items not specifically addressed in this Division shall comply with the technical standards promulgated or approved by the Director of the Public Works Department.
- C. Parking of vehicles on any surface on private property other than the aforementioned surfaces shall be prohibited.

### Section 10-105. Landscaping, screening, and design. [formerly 5-1405]

- A. General. Landscaping shall be provided as required by Article ~~5, Division 14~~ 6, Landscape.
- B. Screening of integrated structured parking when required. Screening of parking that is structurally and architecturally integrated into or located under a building is required when:
1. The building is in an MF2, ~~MFSA, CL, C, I or MXD~~ MF3, MF4, and all MX Districts;
  2. Any part of the area in or under the building that is used for parking (from finished floor to ceiling) is located above established grade and closer than twenty (20) feet to the front building setback line; and
  3. No intervening use (e.g., retail, lobby, etc.) is located between the parking and the front setback line.
- C. Parking garage exterior design.
1. The exterior façades of parking garages shall be designed and improved so that the use of the building for parking is not readily apparent and shall reflect the architectural character and exterior finishes of the principal building that is to be served.
  2. Parking garage openings shall be screened from surrounding properties and rights-of-way to minimize visible interior lights and car headlights.
  3. Pipes, conduits, and mechanical systems attached to a garage ceiling shall not be visible from any sidewalk and concealed with decorative screening, as approved by the Board of Architects.
- D. Automated parking systems. Automated parking systems shall be located within a structure so that a visual barrier is in place to screen the parking from pedestrian view. The structure shall be subject to all standards that apply to the design and location of parking garages.

### Section 10-106. Visibility triangles. [formerly 5-1406]

- A. General.
1. All triangles of visibility that are required by this Section shall be kept clear of visual obstructions between a height of two and a half (2½) feet and eight (8) feet above the established grade.

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~~2. Visibility triangles for driveways and intersections that are not included in this section shall be provided in accordance with the standards set out in the Miami-Dade County Code.~~

B. Ingress and egress driveways. All ingress and egress driveways in residential districts and Special Use Districts that connect to streets, the legs of the triangles shall provide triangles of visibility shall be as follows:

1. ~~If a sidewalk is located between the property line and the street (see Figure B.1), then the legs of the triangle of visibility shall:~~

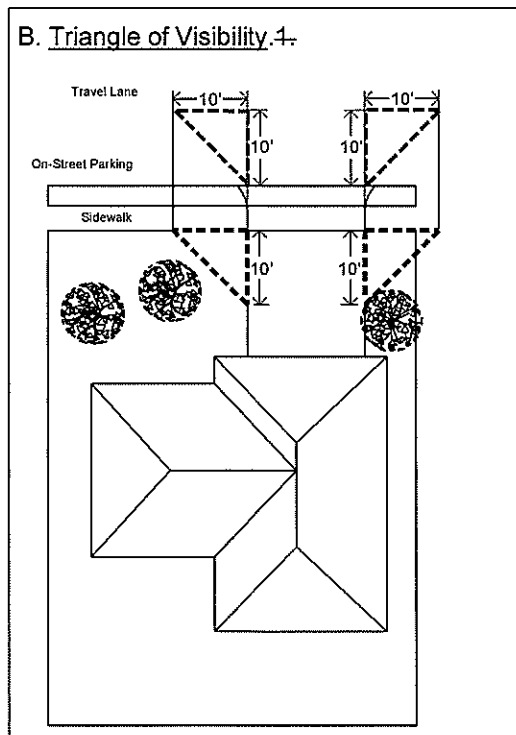
~~a. Be ten (10) feet long; and~~

~~b. 2. Meet at the point of intersection of the driveway and the edge of the sidewalk that is closest to or on the property line.~~

~~2. If there is no sidewalk located between the property line and the street (see Figure B.2), then the legs of the triangle of visibility shall:~~

~~a. Be ten (10) feet long; and~~

~~b. 3. Meet at the point of intersection of a line that extends from the edge of the driveway and a line that extends from the edge of pavement the closest travel lane of the abutting street (flare outs and abutting public right-of-way are included within the triangle of visibility).~~

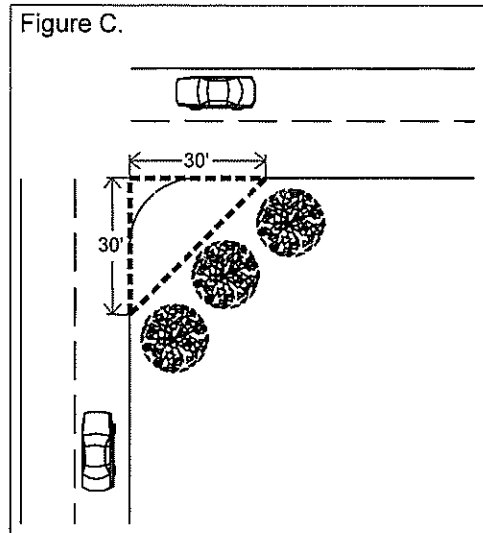


C. Street intersections. Triangles of visibility shall be maintained at all street intersections within or abutting residential and special use districts (see Figure C). The legs of the triangles of visibility shall:

1. Be a minimum of thirty (30) feet long; and

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2. Meet at the point of intersection of a line that extends from the edge of pavement of the intersecting streets (curb radii are included within the triangle of visibility).



- D. In cases where site specific conditions prohibit compliance with triangle of visibility requirements the Building and Zoning Director may approve and require the use of convex mirrors. The Building and Zoning Director shall impose conditions as appropriate on a case-by-case basis.

### Section 10-107. Illumination. [formerly 5-1407]

Illumination of parking areas shall be provided in accordance with the standards set out in Chapter 8C of the Miami-Dade County Code.

### Section 10-108. Common driveways. [formerly 5-1408]

- A. Common driveways. Adjacent properties are permitted to share a common driveway, provided:
  1. The property owner(s) submit an appropriate restrictive covenant or access easement in recordable form acceptable to the City Attorney; and
  2. The restrictive covenant or access easement provides for the continued existence of the shared driveway until such time as the City Manager releases the obligation of the restrictive covenant or access easement.

### Section 10-109. Payment in lieu and remote off-street parking.

- A. Parking allowed off-site via Payment in lieu shall be as set forth in Chapter 74 Sec. 74-172(d) of the City Code.

For new construction exercising the remote off-street parking option as set forth in this section, a minimum of twenty-five (25%) percent of the required parking shall be provided as a public benefit via Payment in lieu as set forth in Section 74-172(d) of the City Code.

- B. Remote off-street parking. As an alternative to, or in conjunction with providing required parking onsite or through payment in-lieu of providing required parking pursuant to City Code Section 74-201(d), an applicant may apply to use remote off-street parking to meet the off-street parking requirements of the



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Zoning Code for an expansion or change in use of an existing project. The ability to use remote parking may be granted in the reasonable discretion of the City in compliance with the terms of this subsection. ~~The Development Services Director shall approve an application to provide remote off-street parking that is located in the City within one thousand (1,000) feet of the site of the applicant's proposed project, upon finding that all of the requirements of this subsection have been satisfied.~~

~~1. Definition. For purposes of this subsection, the "applicant" is defined as the owner(s) of the land on which the uses(s) seeking to utilize remote parking is located. The owner of the land on which the remote parking is located may not apply for remote parking, unless that owner also owns the property on which the use seeking to utilize remote parking is located.~~

### ~~12. Applicability.~~

~~a. Location of project and of remote parking spaces. Applications for remote parking shall only be accepted in association with a proposal to expand, or change reviewed by Staff when the use location of, an existing project and of remote parking spaces are both located within the CBD. The and Design District, and for properties located within one-hundred (100) feet of the Ponce de Leon right of way, south of SW 8<sup>th</sup> Street. When project and remote parking spaces shall be located in the CBD, unless waived are outside of these designated areas, an applicant can request a Waiver from the City Commission pursuant to subsection B above.144., but regardless of whether a waiver is obtained, The remote parking spaces must always be located in the City.~~

~~b. Infeasibility or impracticability of providing required parking. Applications may be approved if the physical layout of the project, as determined in the reasonable discretion of the Director of Development Services, cannot reasonably be altered to provide the Zoning Code required parking onsite as part of the proposed expansion or change of use.~~

~~e. Applicability not a basis for later enforcement. Notwithstanding anything to the contrary herein, the initial determination of applicability under this subsection B.2 is final, and the City may not later determine that an approved remote parking arrangement is out of compliance based on applicability requirements of this subsection B.2.~~

### ~~3. Maximum distance and measurement.~~

~~b.a. Distance. The remote parking spaces must be located within one thousand (1,000) feet of the applicant's project site.~~

~~b. Measurement. The distance shall be measured using airline measurement from the nearest point property line of the project site to the property line closest exterior door of the off-street parking facility(ies) containing the remote parking spaces.~~

~~c.4. Zoning of remote parking facility. The remote parking facility(ies) must shall not be located in a single-family zoning district.~~

~~d.5. No cap on remote parking. The applicant may request to use remote parking spaces for up to one-hundred (100%) percent of the Code required project's off-street parking requirement containing the remote parking spaces.~~

~~e. Remote off-street parking for new construction shall be subject to a Conditional Use approval as set-forth in Article 14-203.2 of the Zoning Code.~~

~~6. Application. The applicant shall file an application in the form specified by the City, including all of the following at a minimum:~~

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- a. ~~A survey showing the exact location, traffic flow and current physical layout of the proposed remote parking spaces;~~
- ~~f.b. Documentation demonstrating and certifying that where the remote parking spaces will be located:~~
- ~~i. Are either owned, licensed, or leased; and the applicant, if the applicant owns the structure containing the use requiring remote parking~~
  - ~~ii. Have been secured for the applicant's use by means of a lease with a term of at least one (1) year, if the applicant leases the structure containing the use requiring remote parking; and~~
  - ~~ij. Are in excess of those parking spaces required to serve any onsite development at the desired remote location(s). The number of required parking spaces shall be measured based on the square footage and parking demand of each approved onsite use, assuming one-hundred (100%) percent occupancy.~~
- c. ~~If the remote parking spaces are leased, then documentation of the remote parking lease arrangement must be acceptable to the City Attorney and acceptable in substance to the Development Services Director, and must be recorded in the public records of Miami-Dade County against both the applicant's project site and the property housing the remote parking spaces. The lease for the remote parking spaces must have a term of at least one (1) year and can be terminated on no less than ninety (90) days advance notice, which shall be provided to both the Development Services Director and the parties. The lease must also assure the City's right to access the remote spaces to inspect them as provided herein;~~
- d. ~~Copies of the approved plans for the remote parking spaces, as they may have been amended to date;~~
- e. ~~Sworn affidavits from the owner of the remote parking spaces establishing that no leases, approved plans, or other commitments exist or will be entered into for the life of the remote parking approval, if the spaces are owned, or the life of the lease if the spaces are leased, that would interfere with the proposed use of the remote parking spaces for remote parking; and~~
- f. ~~The application fee.~~
2. ~~7. Covenants. The application property owner(s) shall also be accompanied by submit an appropriate restrictive covenant(s) which shall run with the land and declaration of restrictions for the remote or parking easement agreement(s) spaces executed by the owner of the property containing the remote parking spaces and the applicant, as applicable in recordable form acceptable to the City Attorney and acceptable in substance to the Director of Development Services, including at least all of the following:~~
- ~~a. That the owner of the remote spaces (and the heirs, successors, personal representatives and assigns, and upon all mortgagees and lessees and others presently or in the future having any interest in the property) assures the continued rights to the remote parking spaces. The restrictive covenant(s) or parking easement agreement(s) shall provide for the continued use of the remote parking until such time as the City Manager or designee releases the obligation, and if the spaces are leased, the City's right to access the remote spaces to inspect them as provided herein; of the restrictive covenant(s) or parking easement agreement(s).~~
  - ~~b. That, if the applicant plans to relocate the remote parking spaces to another location that meets the requirements of this subsection, it shall submit an application to amend the remote parking approval promptly, at least ninety (90) days prior to the termination of the remote parking arrangement. Such amendment shall be subject to the same application requirements, procedure and fee as a new application, and shall be implemented in a manner that assures the continuous availability of the remote parking for the project;~~

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- ~~e. That the applicant shall report any unplanned changes in the facts related to the application or approved remote parking arrangement to the Director of Development Services within five (5) business days of the occurrence of the change, and shall submit a remedial plan consistent with the requirements of subsection 8 below, together with the review fee, within ten (10) business days of the occurrence of the change. The Development Services Director shall have the sole but reasonable discretion to approve the remedial plan and set the timing of implementation, and may extend the above deadlines if good cause is shown;~~
  - ~~d. That the applicant and the property owner of the remote parking spaces authorize the City to inspect the remote parking spaces at will to determine the continuing adequacy of the remote parking arrangements, during the normal hours of operation of the use that is being served by the remote parking spaces;~~
  - ~~e. That the applicant shall annually submit an affidavit confirming that the facts supporting the applicant's initial approval of the use of remote parking remain accurate at the time of renewal of the certificate(s) of use for the applicant's property(ies);~~
  - ~~f. That at the time of entering into a new lease or renewing a lease, the applicant shall submit renewed documentation and affidavits as required by B.6 above; and~~
  - ~~g. That the applicant recognizes and accepts that any material failure to meet the requirements of this subsection (or the requirements of the related agreements, covenants or conditions) that is not cured as provided herein will immediately subject the applicant to the original and full parking requirements of the Zoning Code. The materiality of any failure shall be determined by the Development Services Director, in consultation with the City Attorney.~~
- ~~8. Remedial plan. The submittal of a remedial plan, whether required pursuant to subsection B.7 above or subsection B.9 below, shall be accompanied by a review fee which shall be the same as the application fee. If the Development Services Director finds, in his or her reasonable discretion, that the remedial plan fully meets the parking requirements for the remaining uses and square footages, utilizing any combination of alternatives permitted by the City Code and Zoning Code in effect at the time, and the requirements of this subsection B, then the Development Services Director shall approve the remedial plan. The remedial plan may include any or all of the following options, and shall be implemented according to the timing and schedule established in the individual remedial plan:~~
- ~~a. Provide a payment in lieu of required parking in accordance with Section 74-201(d) of the Code of Ordinances, or~~
  - ~~b. Modify the use of the applicant's property(ies) so that the remote parking spaces are no longer required to be provided to meet the Code parking standards (for example, by reducing the square footage of uses, or changing one or more uses to a use(s) with a lower parking requirement), or~~
  - ~~c. Secure alternate remote parking spaces meeting all of the requirements of this subsection, including execution of any required agreements and affidavits, or~~
  - ~~d. Provide additional onsite parking spaces.~~
- ~~9. Renewal. The applicant shall, prior to the annual renewal of the certificate(s) of use for the applicant's property(ies) using remote parking, submit renewed documentation if required by 7.f above, and an affidavit affirming that the matters addressed under subsections B.6.b and B.6.e above as originally approved remain in effect, which shall be reviewed by the Development Services Director. The certificate(s) of use shall not be issued unless the affidavit, and documentation if required, demonstrates that all the requirements of this subsection B.3 B.9 continue to be met for the remote parking arrangement as it was approved.~~

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~~340.~~ Noncompliance. If the Development Services Director discovers at any time, ~~including during a renewal review,~~ that the applicable requirements of this subsection are in noncompliance, The Development Services Director shall begin Code Enforcement procedures as set forth in Article 7. If it is determined that adherence to the applicable standards of this Section of the Zoning Ordinance are no longer feasible, and in order for a use or property to remain in good standing with its ability to operate, then the off-street required parking that was permitted to be remotely parked shall, as a public benefit, be provided via Payment in lieu as set forth in Section 74-172(d) of the City Code. ~~not met in any material way or that the remote parking is not maintained continually as described in the application and provided in the recorded covenant, he or she shall notify the applicant and require the applicant either to (i) demonstrate that the violation has been cured or did not exist, or (ii) provide a remedial plan meeting the requirements of subsection B.8 above, together with the review fee. The materiality of any noncompliance shall be determined by the Development Services Director, in consultation with the City Attorney. The applicant's response shall be reviewed and approved in the sole but reasonable discretion of the Development Services Director. The Development Services Director shall set the deadline for the applicant to develop and submit the remedial plan and may extend it if good cause is shown.~~

~~Also, if the Development Services Director determines that the applicant has failed to meet any of the following four (4) requirements, the Director shall deem the applicant's remote parking approval void, and the applicant shall not again seek to use remote parking until six (6) months have elapsed from the date that the approval is deemed void:~~

- ~~a. The requirement to notify the City of changes pursuant to 7.c above within the required time frame;~~
- ~~b. The requirement to submit a remedial plan by any deadline set or extended by the Development Services Director;~~
- ~~c. The requirement to implement the remedial plan according to the implementation schedule approved or extended by the Development Services Director; or~~
- ~~d. The requirement to comply in any other material regard with all of the requirements of this subsection, including failure to comply with the recorded covenants as required herein. The materiality of any noncompliance shall be determined by the Development Services Director, in consultation with the City Attorney.~~

#### 4. ~~41.~~ City Commission Waiver.

- a. Standard for waivers. The City Commission may approve a waiver pursuant to this subsection B.444 upon finding that the waiver will neither (A) harm the public interest nor (B) create parking problems in the area surrounding the applicant's project site.
- b. Requirements that may be waived. ~~If the Director of Development Services reviews and rejects a remote parking application on the basis of any of the following requirements, then~~ An applicant may request that the City Commission review its application for remote parking and, following a public hearing, approve a waiver of one (1) or more of these requirements, and may impose any conditions it deems necessary on such waiver:
  - i. The one-thousand (1,000) foot maximum distance between the remote parking spaces and the applicant's project site; and
  - ii. The requirement that the remote parking be located within the CBD or Design District, or one-hundred (100) feet from the Ponce de Leon right of way, south of SW 8<sup>th</sup> Street; and

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- iii. The requirement that the land containing the use seeking to utilize remote parking be located within the CBD or the Design District, or one-hundred (100) feet from the North Ponce de Leon right of way.
  - c. Effect of waiver. All of the remaining requirements of section ~~5-4408~~10-109.B, that have not been waived by the City Commission, must be satisfied.
- ~~12. Appeals. The applicant may appeal any determinations made by the Development Services Director under this subsection through the process set forth in Article 3, Division 6 of the Zoning Code.~~

### Section 10-110. Amount of required parking. [formerly 5-1409]

- A. Exceptions The following are exempt from required parking.
1. Central Business District Overlay:
    - a. Ground floor retail, residential, and restaurants that are located within the Central Business District Overlay shall be exempt from the parking requirements.
    - b. Buildings that are located within the Central Business District Overlay (CBD) that have a floor-area ratio of 1.25 or less (1.45 or less if Mediterranean bonus is used) maximum lot width of one-hundred (100) feet and a maximum height of forty-five (45) feet and three (3) floors stories are not required to provide off-street parking for any uses except residential units.
  2. MX-1 fronting Giralda Plaza, and MX-2 facing Miracle Mile:
    - a. Buildings that have a maximum lot width of one-hundred (100) feet and of a maximum height of forty-five (45) feet and three (3) floors stories, off-street parking shall not be required.
    - b. Buildings exceeding a height of forty-five (45) feet: fifty (50%) percent parking requirement reduction for retail, restaurant, and office use.
    - c. Parking requirements may be fulfilled by shared or remote parking, or by payment in lieu, as per Section 10-109, or by shared parking as per Section 10-111.
  3. MX2 Design District Overlay:
    - a. First-floor showrooms and art galleries shall be exempt from the parking requirements.
    - b. Buildings of (4) floors stories or less, off-street parking shall not be required.
  4. MF-2 District:
    - a. Buildings that have a maximum lot width of one-hundred (100) and a maximum height of forty-five (45) feet, shall not be required to provide off-street parking.
    - b. Residential units in a habitable liner space facing a primary or secondary street shall not be required to provide off-street parking.
  5. Building Alterations.
    - a. Any building or structure which existed as of March 11, 1964, may be altered -- including renovations, remodels, repairs, and changes in use -- without providing off-street parking facilities or additional off-street parking facilities if there is no more than a twenty-five (25%) percent total increase in floor area, based on conditions as of March 10, 1964, and if there is

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no change in zoning to a zoning district requiring more off-street parking than the existing zoning district.

- b. Any building or structure, other than single-family residences or duplexes, which is increased in size more than twenty-five (25%) percent of the gross floor area as it existed as of March 11, 1964, shall provide off-street parking for the added portion as outlined hereinafter but will not be required to provide additional parking facilities for the presently existing portion unless required by a change of zoning.

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### B. Calculation of parking requirements.

1. Required parking shall be provided for each use on a building site, according to the following table:

<i>Use</i>	<i>Minimum parking requirements</i>
<i>Residential</i>	
Detached Single-family dwellings.	One (1) parking space per unit consisting of a roofed structure, which utilizes the same materials as the principle structure and that is a garage, carport, or porte-cochere.
Duplex.	One (1) parking space per unit consisting of a roofed structure, which utilizes the same materials as the principle structure and that is a garage, carport, or porte-cochere.
Live work.	One (1) space per unit, plus one (1) space per three-hundred-and-fifty (350) square feet of work area.
Multi-family dwellings.	Efficiency and one (1) and bedroom units – 1.0 space per unit. Two (2) bedroom units – 1.75 spaces per unit. Three (3) or more bedroom units – 2.25 <u>1.5</u> spaces per unit.
Single-family.	<del>One (1) parking space consisting of a roofed structure, which utilizes the same materials as the principle structure and that is a garage, carport, or porte-cochere.</del>
Townhouses.	<del>Two</del> <u>One (2)</u> parking spaces per unit consisting of a roofed structure, which utilizes the same materials as the principle structure and that is a garage <u>or</u> carport, <del>or porte-cochere.</del>
<i>Non-residential</i>	
Adult uses.	One (1) space per <del>two</del> <u>three-hundred and fifty (250 300)</u> square feet of floor area.
Alcoholic beverage sales.	One (1) space per <del>two</del> <u>three-hundred and fifty (250 300)</u> square feet of floor area.
Animal grooming/boarding.	One (1) space per <del>two</del> <u>three-hundred and fifty (250 300)</u> square feet of floor area.
Assisted living facilities.	One (1) space per full-time employee equivalent (FTE), plus two (2) spaces <del>five (5) beds</del> <u>ALF units.</u>
Auto service stations.	One (1) space per <del>two</del> <u>three-hundred and fifty (250 300)</u> square feet of floor area.
Bed and breakfast.	One (1) space, <del>plus one (1) space per</del> <u>three (3) sleeping rooms.</u>
Camp.	One (1) space per FTE, plus one (1) space per four (4) students aged sixteen (16) years or older based on maximum capacity.
Cemeteries.	If services provided in a building, one (1) space per <del>four</del> <u>five (45)</u> fixed seats plus one (1) space for each <del>forty</del> <u>thirty (40 30)</u> square feet of floor area used for temporary seating.
Community center.	One (1) space per <del>two</del> <u>three-hundred and fifty (250 300)</u> square feet of floor area.

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<i>Use</i>	<i>Minimum parking requirements</i>
Congregate care.	One (1) space per FTE, plus <del>two (2) spaces</del> <u>one (1) space per five four (5 4) beds.</u>
Day care.	Day care for children: One (1) space per <del>one hundred (100) square feet of floor area</del> <u>FTE plus one (1) space for each ten (10) visitors.</u> Day care for adults: One (1) space per <del>three hundred (300) square feet of floor area</del> <u>FTE plus one (1) space for each ten (10) visitors.</u>
Educational facilities.	One (1) space per student station.
Funeral homes.	One (1) space per <del>four</del> <u>five (4 5) fixed seats</u> plus one (1) space for each <del>forty</del> <u>fifty (450) square feet of floor area</u> used for temporary seating.
Golf or tennis grounds.	Four (4) spaces per hole (golf). Three (3) spaces per court (tennis). One (1) space per eighteen (18) linear feet of bleachers.
Group homes.	One (1) space per FTE, plus one (1) space per <del>three</del> <u>four (3 4) beds.</u>
Heliport and helistop.	One (1) space per tie-down.
Hospitals.	Two (2) spaces per patient bed.
Indoor recreation / entertainment.	The greater of one (1) space per five (5) fixed seats or one (1) space per three-hundred (300) square feet of floor area.
Manufacturing.	One (1) space per three-hundred (300) square feet office floor area, plus one (1) space per one-thousand (1,000) square feet of all other floor area.
Marinas and marina facilities.	One (1) space per marina slip, plus one (1) space per three-hundred-and-fifty (350) square feet of floor area of <u>indoor</u> marina facilities.
Medical clinic.	One (1) space per <u>FTE plus one (1) space per two-hundred (200) square feet of floor area,</u> <del>FTE plus one (1) space per.</del>
Medical Marijuana Retail Center.	One (1) space per <del>450 square feet of floor area,</del> <u>plus one (1) space per FTE and one (1) space for every two (2) PTEs, plus one (1) space per 150 square feet of floor area.</u>
Mixed use or multi-use.	<del>Parking shall be provided for each use in the mix of uses in correlation with the requirements of this table.</del>
Nursing homes.	One (1) space per FTE, plus one (1) space per <del>three</del> <u>four (3 4) beds.</u>
Offices.	One (1) space per <del>three</del> <u>five hundred (3500) square feet of floor area.</u>
Outdoor recreation / entertainment.	One (1) space per four (4) visitors during estimated peak use periods.
Outdoor retail sales, display and/or storage.	One (1) space per three hundred and fifty (350) square feet of land area delineated or put to such use.
Overnight accommodations.	One and <del>one-eighth</del> <u>(1 4/8) spaces per three (3) sleeping rooms.</u>
Private club.	One (1) space per <del>two</del> <u>three-hundred and fifty (250 300) square feet of floor area.</u>
Private yacht basin.	Three (3) spaces per four (4) yacht slips.
Public transportation facility.	One (1) space per one hundred (100) square feet of terminal and station area.



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<i>Use</i>	<i>Minimum parking requirements</i>
Religious institution.	One (1) space per five (5) fixed seats plus one (1) space per fifty (50) square feet of assembly room area without fixed seats <del>(not including classrooms)</del> ; <u>provided however, any more liberal parking requirements for uses authorizing buildings of public assemblage shall be substituted for this provision.</u>
Research and technology uses.	One (1) space per three-hundred (300) square feet of office floor area, plus one (1) space per one thousand (1,000) square feet all other floor area.
Restaurants.	<del>Twelve (12)</del> <u>One (1)</u> spaces per <del>one thousand</del> <u>three hundred (1,000 300)</u> square feet of floor area.
Restaurants, fast food.	<del>Twelve (12)</del> <u>One (1)</u> spaces per <del>one thousand</del> <u>three hundred (1,000 300)</u> square feet of floor area.
Retail sales and services.	One (1) space per <del>two three-hundred and fifty (250 300)</del> square feet of floor area.
Sales and/or leasing offices.	One (1) space per three-hundred (300) square feet of floor area.
Schools.	One (1) space per FTE, plus one (1) space per <del>four</del> <u>five (4 5)</u> students aged sixteen (16) years or older based on maximum capacity.
Self-storage warehouses.	One (1) space per three-hundred (300) square feet of office floor area, plus one (1) space per one thousand (10,000) square feet all other floor area.
Telecommunications towers.	Zero (0) spaces.
TV / radio studios.	One (1) space per three-hundred (300) square feet of floor area, plus one (1) space per three (3) studio audience members at maximum capacity.
Utility / infrastructure Facilities.	Zero (0) spaces.
Utility substations.	Zero (0) spaces.
Vehicle sales / displays.	One (1) space per three-hundred (300) square feet of office floor area, plus one (1) space per six-hundred (600) square feet of showroom floor area, plus one (1) space per five (500) square feet of all other floor area.
<del>Vehicle sales/displays, major.</del>	<del>One (1) space per three-hundred (300) square feet of office floor area, plus one (1) space per one thousand (1,000) square feet all other floor area.</del>
Vehicle service, major.	One (1) space per three-hundred (300) square feet of office floor area, plus one (1) space per five hundred (500) square feet all other floor area
Veterinary offices.	One (1) space per <del>two three-hundred and fifty (250 300)</del> square feet of floor area.
Wholesale / distribution / warehouse facility.	One (1) space per three-hundred (300) square feet of office floor area, plus one (1) space per one thousand (1,000) square feet all other floor area.
Post office.	One (1) space per <del>two three-hundred (200 300)</del> square feet of floor area.

2. If a calculation of required parking spaces results in a fractional space, the number of required parking spaces shall be rounded ~~up~~ down to the next whole number.

C. Alternative parking requirements. If a use is not listed in ~~Section 5-1409(B)(4)~~ this Article, then the off-street parking requirement shall be the same as the requirement for a functionally similar use that is listed in ~~Section 5-1409(B)(4)~~ herein, as determined by the Development Review Official.

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- D. Loading spaces. Loading spaces shall be provided for all nonresidential or mixed use-buildings that exceed a floor area of one hundred thousand (100,000) square feet of floor area, as follows:

<i>Nonresidential Floor Area</i>	<i>Required Loading Spaces</i>
<100,000 sq. ft.	Zero (0)
100,000 sq. ft. to 199,999 sq. ft.	One (1)
200,000 sq. ft. to 299,999 sq. ft.	Two (2)
300,000 sq. ft. to 399,999 sq. ft.	Three (3)
Each additional 100,000 sq. ft. or fraction thereof	One (1) additional loading space

- F Calculation of compliance with parking requirement

1. Excluded parking spaces. Parking spaces that meet any of the following criteria shall not be counted in determining the amount of parking provided pursuant to this Section ~~5-4409~~ 10-109:
    - a. Off-street parking spaces that are operated as a commercial parking lot.
    - b. Off-street parking spaces that are provided for residential and overnight accommodation uses and are available only upon payment of a fee.
  2. Valet parking spaces. Valet parking spaces for overnight accommodations, restaurants, and minor vehicle sales in any zoning district may comprise up to twenty-five (25%) percent of the required parking spaces for those uses.
  3. Remote parking spaces. Remote parking spaces may comprise up to one-hundred (100%) percent of the required parking spaces if approved pursuant to Section ~~5-4408~~ 10-108.B.
  4. Counted parking spaces. All parking and loading spaces that are provided on-site and all parking spaces that are in permitted remote off-street parking facilities count in determining the amount of parking provided pursuant to this Section ~~5-4408~~ 10-110.B, except as provided in Section ~~5-4409~~ 10-109.B(1)-(4).
  5. Non-residential back-of-house uses exempt from parking requirements. The following back-of-house uses will be exempt from parking requirements for non-residential uses: stairs, elevators, service corridors, loading areas, trash areas, storage areas, electrical rooms / FPL vault room, emergency generator rooms, and fire pump rooms.
  6. Residential back-of-house uses exempt from parking requirements. Parking shall only be required for residential units. All other floor area shall be exempt from parking requirements.
- F. Electric Vehicle Charging. Except single-family residences, duplexes, and townhouses, electric vehicle charging stations and infrastructure are required for new construction as provided below.
1. Reserved Electric Vehicle Parking. When twenty (20) or more off-street parking spaces are required, a minimum of two percent (2%) of the required off-street parking spaces shall be reserved for electric vehicle parking, and provide an electric charging station for each space, with a minimum of one (1) space reserved for electric vehicle parking, subject to the following:
    - a. The electric vehicle charging station shall have a minimum charging level of AC Level 2.
    - b. All components of the electric vehicle charging station shall be located entirely within the confines of the building and not visible from outside any portion of the structure.

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- c. All components shall be located above the minimum flood elevation.
  - d. The charging station shall contain a retraction device, coiled cord, or a place to hang cords and connectors above the ground surface.
  - e. Signage shall be posted at the charging station stating, "Charging Station." Signs shall have no greater length than eighteen (18) inches.
  - f. If a calculation of required parking spaces results in a fractional space, the number of required parking spaces shall be rounded up to the next whole number.
2. Electric Vehicle Infrastructure Readiness. In addition to subsection F. 1. above, when twenty (20) or more off-street parking spaces are required, a minimum of three percent (3%) of the required off-street parking spaces shall have Electric Vehicle Supply Equipment infrastructure installed for the future installation of Electric Vehicle Charging Stations ("EV-Ready"), subject to the following:
    - a. Each required parking space shall include make-ready infrastructure with a minimum of 40-Amps on an independent 240-volt AC circuit for every electric vehicle Space.
    - b. If a calculation of required parking spaces results in a fractional space, the number of required parking spaces shall be rounded up to the next whole number.
  3. Electric Vehicle Infrastructure Capability. In addition to subsection F. 1. and 2. above, when twenty (20) or more off-street parking spaces are required, a minimum of fifteen percent (15%) of the required off-street parking spaces shall have listed raceway (conduit) and electrical capacity (breaker space) allocated in a local subpanel to accommodate future EVSE installations ("EV-Capable"), subject to the following:
    - a. All conduits and subpanels installed throughout the new construction shall be sized to accommodate 60A or 40A breakers for each parking space.
    - b. If a calculation of required parking spaces results in a fractional space, the number of required parking spaces shall be rounded up to the next whole number.

G. Bicycle Parking. Bicycle parking shall be provided at a minimum of one (1) bicycle space per four (4) residential units and one (1) bicycle space per twenty thousand (20,000) square feet of non-residential use building area. Bicycle parking location shall be convenient and shall be subject to site plan review.

H. Boats, recreational vehicles or similar accessory vehicles shall be parked or stored within an enclosed garage or storage area.

### **Section 10-111. Shared parking reduction standards. [formerly 5-1410]**

- A. Intent and Purpose. The intent and purpose of this section is to recognize the synergy among different uses within a mixed use development such that peak times for parking for one use occurs at a different time from another use. Also, because mixed uses gives the opportunity for persons being able to live and work within the same building, parking requirements are reduced. It is further recognized that the reduction of excessive parking spaces can positively affect the aesthetics of the building design that meets the spirit and intent of Section ~~5-602~~ 102, "Design Review Standards" of the Zoning Code.
- B. Reductions from the minimum required parking spaces from the Zoning Code may be approved as part of a Mixed Use (MXD) site plan or Planned Area Development (PAD) that meets the standards of Leadership in Energy and Environmental Design (LEED) criteria specified by the U.S. Green Building Council, or similar rating agency. Reductions shall be calculated using an accredited system for calculating shared parking. Such reduction shall exclude any and all proposed and anticipated parking

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spaces reserved exclusively for a specific use such as office, residential, retail, etc. Dedicated valet parking spaces, however, may be part of the shared parking reduction. A restrictive covenant shall be required stating that the amount of parking required as a result of the shared parking reduction shall not be reserved exclusively for a specific use.

The number of required spaces may be reduced by any one (1) or more of the following methods, as may be required by the City:

1. Urban Land Institute (ULI) Shared Parking Methodology using the City's parking code requirements. A ULI Shared Parking Methodology and the assumptions in the calculation must be approved by the City.
2. Shared parking matrix. The shared parking matrix provides the method for calculating shared parking for mixed use buildings and planned area developments.
  - a. Methodology. MXD or PAD projects containing two (2) or more uses shall multiply the amount of required parking for each individual use, as provided within Section ~~5-4409~~ 10-109, by the appropriate percentage listed in the table below for each of the designated time periods. Calculate the resulting sum for each of the six (6) vertical columns within the table below. The minimum parking requirement shall be the highest sum resulting from the calculations.

Use	Weekday			Weekend		
	Day; 8am - 5pm	Evening; 5pm - 12am	Night; 12am - 8am	Day; 8am - 5pm	Evening; 5pm - 12am	Night; 12am - 8am
Residential	60%	90%	100%	80%	90%	100%
Office	100%	10%	5%	10%	5%	5%
Retail	70%	90%	5%	100%	70%	5%
Restaurant	50%	100%	10%	75%	100%	10%
Hotel	80%	100%	80%	80%	100%	75%
Entertainment	40%	100%	10%	80%	100%	10%
Other	100%	100%	100%	100%	100%	100%

3. Applicants may provide a parking study completed by a licensed professional engineer, engineering firm or similar, justifying the proposed parking solution as provided below.
  - a. Parking study. A study must be prepared using a professionally appropriate methodology that is approved by the City, detailing land uses in accordance with Institute of Transportation Engineers (ITE) parking generation categories. At a minimum, the methodology must incorporate all of the following considerations, as well as any other data or analyses that the City deems appropriate for the requested reduction:
    - i. Parking characteristics of similar projects and uses. The study must evaluate factors such as the uses, hours of operation, peak parking demands, location, amount and type of off-street parking that is proposed, the proposed impact on nearby on-street parking, and occupancy rates of similar uses and projects in comparison to those of the proposed uses and project.
    - ii. Operational assessment. The study must demonstrate how the project will optimize the parking operations and traffic conditions within a quarter (1/4) mile of the project boundaries, and propose and agree to provide appropriate mechanisms to protect the surrounding neighborhood, including ~~but not limited to~~ appropriate signage and the locations of all ingress and egress points.
    - iii. Transit. The study must analyze the impact of nearby transit services on parking demand for the project, and must also analyze the projected use of other alternative modes of travel such as bicycle and pedestrian. The study must reference and the project must propose to contribute to the enhancement of nearby transit services through expanding routes and lengthening hours of service.

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- iv. Valet plan. If valet services are proposed, the study must reference and the project must propose to provide adequately staffed valet services during the hours of operation of all uses, including ~~but not limited to~~ an appropriate time following closing to accommodate the departure of valet parked cars. Projects shall submit an operational plan for the valet service, specifying details, including maximum wait times, distance from valet drop-off points to valet parking areas, operational modifications to the functioning of any required parking areas such as stacking, and the number of operators at peak and non-peak hours.

### Section 10-112. Miscellaneous parking standards. [formerly 5-1411]

- A. Tandem spaces. Tandem spaces are permitted as required parking, provided each set of tandem parking spaces are assigned to an individual unit within the building.
- B. Automated, parking systems, structures and vertical parking lifts. Parking spaces in automated, parking systems, structures, and vertical parking may be utilized for required or supplemental parking spaces per this Article for residential and non-residential uses, provided that all of the following are satisfied:

1. Systems may be self-service, valet-operated, or fully automated.
2. ~~Vertical parking lifts may utilize the following maximum percentages to satisfy required parking spaces, calculated at two (2) parking spaces per lift, within a building:~~
  - a. ~~Twenty percent (20%) of the first fifty (50) parking spaces; and,~~
  - b. ~~Ten percent (10%) from fifty one (51) spaces to two hundred (200) spaces; and~~
  - c. ~~Five percent (5%) thereafter.~~

Vertical parking lift systems shall be limited to two-levels/decks and each lift shall be controlled exclusively by one (1) tenant/unit.

3. The use of automated mechanical parking systems, structures and vertical parking lifts parking does not increase the building bulk and mass, in that the building and mechanical access parking structure or parking lift(s) is no greater in volume than the largest building and parking structure that could be constructed on the parcel proposed for development in strict compliance with the underlying zoning district regulations, with the same number of parking spaces configured exclusively as conventional structured parking.
  4. All systems shall have an average delivery rate of no more than five (5) minutes.
  5. The parking system shall be located entirely within the confines of the building and is not visible from outside any portion of the structure.
- ~~C. Additional/supplemental parking spaces as vertical parking lifts. Vertical parking lifts may be utilized for all additional/supplemental parking spaces in excess of the parking requirements as required per this Article with no maximum limitation as to total number of lifts subject to all of the following:~~
1. ~~Vertical parking lift systems shall be limited to two-levels/decks.~~
  2. ~~All systems shall have an average delivery rate of no more than five (5) minutes.~~
  3. ~~The parking system shall be located entirely within the confines of the building and is not visible from outside any portion of the structure.~~

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~~Conversion of additional/supplemental parking lifts to satisfy required parking may be permitted, however, shall be subject to above Section 5-1410 standards.~~

CD. Implementation and monitoring of all vertical parking lifts as provided in Section ~~5-1410~~ 10-110 shall be enforced via a restrictive covenant subject to final review and approval by the City Attorney's Office prior to issuance of a Certificate of Occupancy of the applicable structure(s). This covenant, running with the land shall hold the City harmless against any claims arising from accidents as a result of the use of mechanical parking lifts, in a form acceptable to the City Attorney.