

ARTICLE 10 - PARKING AND ACCESS

ARTICLE 10. PARKING AND ACCESS¹

10-100. Parking, Loading and Driveway Requirements

- 10-101. Purpose and applicability
- 10-102. Geometric standards for parking and vehicular use areas
- 10-103. Parking, driveway, and vehicular use areas: provision, location and setbacks
- 10-104. Materials, construction, and drainage
- 10-105. Landscaping, screening, and design
- 10-106. Visibility triangles
- 10-107. Illumination
- 10-108. Common driveways
- 10-109. Payment in lieu and remote off-street parking
- 10-110. Amount of required parking
- 10-111. Shared parking reduction standards
- 10-112. Miscellaneous parking standards

¹ References are to section numbers.

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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 e~~Curbing. ~~Precast concrete wheel stops or e~~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:

Parking Angle	One-Way Aisle	Two-Way Aisle
0° (parallel) (a); 30° (b); 37.5° (c)	11 feet	22 <u>20</u> 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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* 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:

Type	Interior Width	Interior Length
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:

Type	Interior Width	Interior Length
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:

Access to parking spaces from:	Permitted methods of access to parking:	Permitted methods of egress from parking:
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 single-family residence <u>SFR District</u> .

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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 decks (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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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:~~

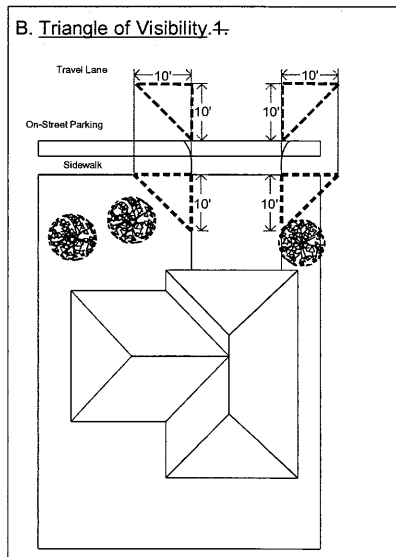
a. ~~Be ten (10) feet long; and~~

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 out 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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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.

B. 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, when the use, location of, an existing a when the proposed project location and the location of the of remote parking spaces are both located within the CBD. The and Design & Innovation District, and for properties located within one-hundred (100) feet of the Ponce de Leon right of way, south of SW 8th 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 114, but regardless of whether a waiver is obtained, T. The remote parking spaces must always be located in the City. Remote off-street parking shall be required for use of TDRs as receiver sites for properties facing Miracle Mile per Section 14-204.5. Option B. The use of TDRs at receiver sites for properties facing Mirale Mile shall not be permitted. Projects when the project intends to exercise applying the provisions for Remote parking for properties facing Miracle Mile shall remote park 100% of their required parking with no reductions for any of the parking spaces required.

a. For expansions and charges of use. 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.
 c. 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 property line to the nearest point property line closest exterior door of the off-street parking facility(ies) property line containing the remote parking spaces.

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

e. 5. No cap on remote parking. The applicant may request to use remote parking spaces for up

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iii. 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;

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hd. Copies of the approved plans for the remote parking spaces, as they may have been amended to date;

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ie. 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

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f. The application fee.

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4. 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:

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2.

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);

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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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c. 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;

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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. The Development Services Director shall also have the discretion in consultation with the City Attorney to begin Code Enforcement procedures as set forth in Section 14-300.

4.8.14. City Commission Waiver.

- a. Standard for waivers. The City Commission may approve a waiver pursuant to this subsection B.1484 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 & Innovation District, or one-hundred (100) feet from the Ponce de Leon right of way, south of SW 8th Street; and
 - iii. The requirement that the land containing the use seeking to utilize remote parking be located within the CBD or the Design & Innovation 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 6-140810-109.B, that have not been waived by the City Commission, must be satisfied.

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be required to provide additional parking facilities for the presently existing portion unless required by a change of zoning.

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<i>Use</i>	<i>Minimum parking requirements</i>
Congregate care.	One (1) space per FTE, plus two (2) spaces one (1) space per five <u>four (4)</u> beds.
Day care.	Day care for children: One (1) space per one hundred (100) square feet of floor area FTE plus one (1) space for each ten (10) visitors. Day care for adults: One (1) space per three hundred (300) square feet of floor area FTE plus one (1) space for each ten (10) visitors.
Educational facilities.	One (1) space per student station.
Funeral homes.	One (1) space per four <u>five (4 5)</u> fixed seats plus one (1) space for each forty <u>fifty (450)</u> square feet of floor area 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 three <u>four (3 4)</u> beds.
Helipport 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 indoor marina facilities.
Medical clinic.	One (1) space per FTE plus one (1) space per <u>two-hundred (200) square feet of floor area,</u> FTE plus one (1) space per.
Medical Marijuana Retail Center.	One (1) space per 450 square feet of floor area, 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.
Mixed use or multi use.	Parking shall be provided for each use in the mix of uses in correlation with the requirements of this table.
Nursing homes.	One (1) space per FTE, plus one (1) space per three <u>four (3 4)</u> beds.
Offices.	One (1) space per three <u>five hundred (3500)</u> square feet of floor area.
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 one-eighth (1 1/8) <u>three (3)</u> spaces per three (3) <u>sleeping rooms.</u>
Private club.	One (1) space per two <u>three-hundred and fifty (250 300)</u> square feet of floor area.
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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- 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:

Nonresidential Floor Area	Required Loading Spaces
<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

- E. 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 5-1409~~ 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 5-1408 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 5-1408 10-110.B, except as provided in Section 5-1409 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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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 5-1409~~ Section 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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~~Conversion of additional/supplemental parking lifts to satisfy required parking may be permitted, however, shall be subject to above Section 5-1410 standards.~~

C.D. 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.