PLANNING BOARD MEETING
CITY OF ST. PETE BEACH

155 Corey Avenue
St. Pete Beach, FL 33706

Monday, February 28, 2022
4:00 PM

Call to Order
Pledge of Allegiance
Roll Call

REGULAR MEETING

1. Changes to the Agenda -
2. Audience Comments - **Comments shall be limited to 3 minutes per person**
3. Approval of Minutes
   - **a. December 13, 2021 Planning Board Minutes**
4. Action Items
   - **a. Ordinance 2022-06: LDC Off-Street Parking Updates**

     AN ORDINANCE OF THE CITY OF ST. PETE BEACH, FLORIDA PROVIDING FOR UPDATES TO DIVISION 23 OFF-STREET PARKING AND LOADING REQUIREMENTS IN THE CITY'S LAND DEVELOPMENT CODE; PROVIDING FOR CODIFICATION; CONFLICTS; SEVERABILITY; CORRECTION OF SCRIVENER'S ERROR; CONSTRUCTION; PUBLICATION; AND AN EFFECTIVE DATE.

     Action Request: I move to recommend approval of Ordinance 2022-06 to the City Commission.

5. Discussion Items
   - **a. Garages Facing Canals**

6. Adjournment - Next Meeting 03/21/2022

APPEAL: In accordance with 286.0105, Florida Statute (Notices of meetings and hearings must advise that a record is required to appeal), if a person decides to appeal any decision made by this committee, board, agency, or commission with respect to any matter considered at this meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

AMERICANS WITH DISABILITIES ACT (ADA): In accordance with the Americans with Disabilities Act and Florida Statutes, if any person with a disability defined by the ADA needs special accommodation to participate in this proceeding, then not later than two business days prior to the proceeding, he or she should contact City Hall at (727) 367-2735.

The public is cordially invited to attend this meeting.
All agenda material is available for review at City Hall or www.stpetebeach.org.

DRAFT PLANNING BOARD MEETING MINUTES

December 13, 2021 4:00 PM

PRESENT: Tiffany Secka, Chair
Greg Premer, Vice Chair
Rachel Ciliberti, Member
Tom DeYampert, Member

EXCUSED: Bev Jackson, Member

STAFF PRESENT: Andrew Dickman, City Attorney
Michelle Gonzalez, Community Development Director
Ginny Bodkin, Deputy City Clerk
Wesley Wright, Planning Manager

Chair Secka called the meeting to order at 4:00 PM, followed by the Pledge of Allegiance.

1. Changes to the Agenda – There were none.

2. Audience Comments - There were no audience comments.

3. Approval of Minutes a. 11/15/2021

Motion: Member DeYampert moved, and Vice Chair Premer seconded the approval of the minutes from the November 15, 2021 meeting as presented; the motion carried unanimously.

4. Action Items – There were none.

5. Discussion Items

a. Off-Street Parking Requirement Updates

Community Development Director Michelle Gonzalez reviewed a presentation of proposed off-street parking requirements; the presentation will become part of these minutes. Off-street parking requirements are the regulations that developments and redevelopments must comply with to ensure that an adequate supply of parking is available for the intended use; historically, the requirements were automobile-oriented, and not focused on walkability. The City wants to update the off-street parking requirements to promote a more pedestrian friendly vision and improve the overall aesthetic, while maintaining a balanced parking supply; the City's parking requirements have not been updated since 2005. Ms. Gonzalez reviewed the list of what City staff has done so far to determine strategies for the updates. The goals of the study that staff completed included: adequate parking supply, alternative forms of mobility, business activity, protection of consumer costs, and improvement to the City's aesthetics. Ms. Gonzalez reviewed thirteen Common Parking Strategies, six of which the City already uses. The presentation continued to reduction options incentives. Some of the Board input was to include the Blind Pass area as the project develops. Board members added questions and comments throughout.

The presentation also reviewed the variety of parking space sizes (golf carts, compact, motorcycle, and standard); the recommendation, based on studies, is for an increase of up to 35% of alternative size spaces. A discussion of parking lots followed.

Tandem parking & valet and payment in lieu (for large, small and new developments) were reviewed. The money collected (fees to be determined) will be used to fund the existing Freebee Services and/or other Micromobility services and/or pedestrian transit improvements as determined by the City. Shared parking agreements were discussed; The City wants to add more flexibility under shared parking to permit a variety of types of shared parking such as business to business, mixed use projects, and City to business.

Ms. Gonzalez went on to review the recommended changes to balance the City's off-street parking ratios and the associated spreadsheet, which compares St. Pete Beach to three other municipalities. The final piece of the presentation was pedestrian friendly design standard options.

This presentation will be going before the City Commission workshop tomorrow and expected to return to this board for further review as an ordinance.

6. Adjournment – Next meeting 1/24/2022

There being no further business, Chair Secka adjourned the meeting at 5:09 PM.

These minutes will be presented for approval at the January 24, 2022 Planning Board meeting.

St. Pete Beach Planning Board
Agenda Report

Issue Considered: Ordinance 2022-06 - Land Development Code Updates to Division 23: Off-Street Parking and Loading

Date: 2/28/2022

Prepared By: Michelle Gonzalez, Transportation and Parking Director

Through: Alex Rey, City Manager

Summary of Issue: In May of 2021, the St. Pete Beach initiated a study to review the City's off-street parking requirements, as outlined in the Land Development Code, Division 23. To determine which parking strategies would best support pedestrian and multi-modal friendly land development, this study reviewed national and local best practices to determine which parking strategies were already in use in other municipalities. The City's parking requirements were incorporated into the code in 2005 and have not been significantly updated since. In the decade since then, many changes have occurred in the transportation and parking environment. The transportation and parking sector is in a period of transition, with modern technologies, products and services fundamentally shifting customer expectations and opportunities. It was the goal of the City to bring the code up to date through this study and the recommended updates.

A key task of the study was focused on receiving as much stakeholder input as possible. To best do this, the City held multiple meetings and conducted community and business surveys. To summarize the efforts: public meetings with the business and residential community were held, two surveys were distributed separately to business owners and residents with an input period of a month, two workshops were hosted in December with the Planning Board and City Commission. We also received many resident emails and comments which were taken into consideration.

Upon review of the information gathered on national and local best practices, parking data and public input, the study recommended to incorporate the parking management strategies below as way to help achieve the City's goals of pedestrian friendliness, alternate modes of transportation,

and pleasing aesthetics. As such, staff determined that updates to the off-street parking ratios and design standards were necessary and included recommendations to those areas through Ordinance 2022-06. The major changes are as follows:

1. Allow available on-street parking within 800ft of a commercial property to count as up to 10% of the required parking for non-residential uses
    - City Manager can restrict this to prevent overuse of on-street parking spaces
    - Restricted to Corey Avenue, Upham Beach, and Boca Ciega Dr near the Community Center
2. Allow non-residential properties to apply for tandem valet, so long as the business submits a valet management plan to the city for review and approval
3. Allow for a 10% reduction in the total required parking if the business is in a walkable area
    - Gulf Blvd from 35th Ave to 75th Ave AND Blind Pass Rd from 75th Ave to 81st Ave
4. Updated the required parking ratios
    - Added Multi-Family Residential category – 1 space per bedroom
    - Ballrooms as part of Transient Accommodations – 1 space per 600 SF / Stand Alone – 1 space per 300 SF
    - Additionally, updates were made to the following uses to bring the ratios into alignment with the ITE recommendation:
        - Bar / Nightclub (1 per 100 sf)
        - Retail / Convenience Store (1 per 300 ft)
        - Grocery Store (1 per 200 sf)
        - Transient Accommodations (.9 per TA Unit)
5. Expand the availability and flexibility of shared parking agreements to include:
    - Business to Public
    - Mixed-Use Projects
    - Business to Business
    - Business to City

    - All shared parking arrangements will require the submittal of a shared parking agreement for review and approval by the City.
6. Increased standards for pedestrian connectivity from the public right-of-way to store front
7. Increased landscaping standards for parking lots that cannot be located towards the rear of buildings
8. Increased required screening for commercial properties that abut or are across the alley from residential properties
9. In parking lots with over 50 spaces, up to 10% of the 25% allowed for compact spaces may be designated for Golf Carts, Scooters, or Motorcycles
10. Expanded the existing bike rack requirements to include all non-residential properties over 5,000 SF.
11. Removed all fee-in-lieu language

Furthermore, the proposed updates to the off-street parking code supports and aligns with objectives within the St. Pete Beach Comprehensive Plan in several ways:

- City of St. Pete Beach's Comprehensive Plan encourages the design of a walkable community that provides safe and comfortable pedestrian, bicycle, trolly, and other environmentally friendly modes of community mobility

- Objective 1.3 of Transportation Element within the City's Comprehensive Plan outlines policy to develop land development regulations that strive for safe, convenient, and efficient multimodal parking and access ways
    - Policy 1.3.1- The City shall enforce parking standards which provide for safe and convenient on-site traffic flow.
    - Policy 1.3.3- Bicycle parking areas at shopping and recreational areas shall be encouraged.

- Objective 1.4 of Transportation Element within the City's Comprehensive Plan, identifies policy directing the City's transportation system should emphasize safety and aesthetics

- The City shall enforce parking standards which provide for safe and convenient on-site traffic flow.

- Objective 1.5 of Transportation Element within the City's Comprehensive Plan states - As an ongoing objective, the City shall encourage the utilization of a multi-modal transportation system as needed.
  - Policy 1.5.2- The City shall continue to identify and encourage the use of bicycle and pedestrian modes of transportation.
  - Policy 1.5.3- The City shall review all proposed development and redevelopment site plans for the accommodation of bicycle and pedestrian traffic needs, when appropriate.

Funding: N/A

Requested Motion: "I move to recommend approval of Ordinance 2022-06 to the City Commission."

Attachment: Ordinance 2022-06

Ordinance 2022-06

AN ORDINANCE OF THE CITY OF ST. PETE BEACH, FLORIDA AMENDING THE LAND DEVELOPMENT CODE DIVISION 23 OFF-STREET PARKING AND LOADING SECTION 23.3 – APPLICABILITY AND SCOPE; SECTION 23.4 – GENERAL PARKING REQUIREMENTS; SECTION 23.5 NUMBER OF PARKING SPACES REQUIRED; SECTION 23.6 – HANDICAP; SECTION 23.7 – PERVIOUS AND SEMI-PERVIOUS PARKING; SECTION 23.9 – SHARED OFF-STREET PARKING; SECTION 23.11 – PARKING CONSTRUCTION AND DESIGN REQUIREMENS; SECTION 23.12 OFF-STREET LOADING SPACES; SECTION 23.13 – MAINTENANCE OF OFF-STREET PARKING AND LOADING AREAS AND DRIVEWAYS; SECTION 23.14 – FEE IN LIEU OF REQUIRED ON-SITE PARKING;; PROVIDING FOR CODIFICATION; CONFLICTS; SEVERABILITY; CORRECTION OF SCRIVENER'S ERROR; CONSTRUCTION; PUBLICATION; AND AN EFFECTIVE DATE.

WHEREAS, the City of St. Pete Beach has the authority to enact laws which promote the public health, safety, and general welfare of its citizens.

WHEREAS, the City of St. Pete Beach enacted laws in its Land Development Code ("LDR") to establish Citywide parking standards citywide to promote the public health, safety, and general welfare of its citizens, and to implement the section of the City's Comprehensive Plan that encourages the design of a walkable community which provides safe and comfortable pedestrian, bicycle, trolly, and other environmentally friendly modes of community mobility.

WHEREAS, Objective 1.3 of Transportation Element within the City's Comprehensive Plan enumerates policies to develop land development regulations that strive for safe, convenient and efficient multimodal parking and access ways.

WHEREAS, Objective 1.4 of Transportation Element within the City's Comprehensive Plan, enumerates policies directing that the City's transportation system should emphasize safety and aesthetics.

WHEREAS, City staff, with the assistance of a consultant team, reviewed national best practices and local parking standards to list current strategies and trends in regulating parking.

WHEREAS, City Staff found that many of the national best practices could be applied to St. Pete Beach to create a more aesthetically pleasing built environment while ensuring the City maintains an adequate supply of parking.

WHEREAS, City staff conducted citywide outreach, local business stakeholder meetings, and online polling to understand the needs of users and suppliers of parking; then conveyed those findings to the City Commission and the Planning Board to seek direction.

WHEREAS, the City of St. Pete Beach City Commission desires to amend its LDC to update its parking standards.

WHEREAS, the City's Planning Board, in its capacity as the City's Local Planning Agency, reviewed this Ordinance at a duly noticed public hearing on _____, 2022.

WHEREAS, the City Commission conducted two duly noticed public hearings on _____, 2022 (first reading) and _____, 2022 (adoption hearing).

NOW, THEREFORE, THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH FLORIDA, HEREBY ORDAINS:

SECTION 1. Recitals. The above recitals ("Whereas" clauses) are hereby adopted as legislative findings, purpose and intent of the City Commission.

SECTION 2. The Land Development Code Division 23 shall be amended as follows:

DIVISION 23 ~~OFF-STREET~~ PARKING AND LOADING

Sec. 23.3. Applicability and scope.

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(c) ~~Where on-street parking is available, such on-street parking shall not be used as a substitute for any parking required by this Code.~~ Non-residential properties located within the boundaries of the highlighted areas as shown in Figure 23.3(c) that are within 800 feet of on-street parking may be permitted to count up to 10 percent of the available on-street parking to meet the off-street parking requirement. The City Manager, or designee, may reduce the percentage of available parking that can be applied toward a property's parking requirement on a case-by-case basis depending on current parking demands and trends.

Figure 23.3(c) - On-Street Parking Availability Zones

Non-residential properties located in the green shaded area are able to apply on-street parking within 800 ft of their property line towards the total required off-street parking.

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Sec. 23.4. General parking requirements.

All off-street parking shall be provided in accordance with the following general requirements:

(a) No building or use shall be permitted or constructed unless off-street parking spaces are provided in accordance with the provisions of this Code.

(b) Computation of required spaces.

(1) Fractional space requirements shall be rounded up to the next whole space.

(2) In houses of worship and other places of public assembly in which occupants utilize benches, pews or similar seating arrangements, each 18 linear inches of such seating facilities shall be counted as one seat for the purpose of determining the required number of parking spaces.

(3) In multistory buildings having vertical penetrations including, but not limited to, elevator, mechanical closets, air shafts, stairways and other similar penetrations, and ~~large~~ retail or restaurant establishments ~~in excess of 5,000 square feet in area~~ having "backroom" storage or working space, may deduct these spaces from the gross square footage in calculating parking space needs.

(4) In the case of mixed uses, the total requirements for off-street parking shall be the sum of the requirements of the various uses computed separately and the ~~off-street~~ parking space for one use shall not be considered as providing the required ~~off-street~~ parking for any other use, except as provided for in the shared parking criteria in this division.

(c) Off-street parking areas shall not be used for sales, dead storage, repair, dismantling or servicing of any type or kind, nor shall areas devoted to such activities count toward meeting off-street parking requirements.

(d) Off-street parking areas for five or more automobiles shall have individual spaces that are designed, maintained and regulated so that no parking or maneuvering incidental to parking shall be on any public street or sidewalk and so that any automobile may be parked and unparked without moving another automobile, unless a valet management plan with tandem parking is approved by the City Manager, or designee. The City Manager, or designee, has the authority to review previously approved parking arrangements to accommodate tandem valet parking without a new valet management plan. The valet management plan shall provide for the following:

(1) The location of the valet area;

(2) The number of valet spaces (on-site and/or off-site);

(3) A brief narrative description of how the valet will function and hours of operation;

(4) The location for the drop-off and pick-up area;

(5) A diagram showing how automobiles will be shifted in and out of spaces at peak usage.;

(6) The contact information for valet operator(s);
(7) The location of Wayfinding/signage for pick-up/drop-off;
(8) The location of receiving garage/lot and the number of spaces leased (if applicable);
(9) A lease agreement for the valet spaces (if applicable);
(10) A Peak Period contingency plan;
(11) A queuing Analysis (if requested); and
(12) The understanding that if any modifications to the management plan are made without City Manager approval, or if the management plan is not being appropriately followed and enforced, the City Manager, or designee, may revoke approval.

(e) Except as provided in section 23.7, all off-street parking areas shall be surfaced with asphalt, bituminous or concrete material, clay brick or concrete paving units, and maintained in a smooth, well-graded condition; provided, however, turf block may be used for the parking space surface.
(f) If artificially lighted, such lighting shall be so designed and arranged that light is directed away from any adjoining property used or zoned for residential purposes and so designed and arranged as to shield public roadways and all other adjacent properties from direct glare or hazardous interference of any kind.
(g) Be arranged for the convenient access and safety of pedestrians and vehicles.
(h) Be so arranged that no vehicle shall be required to back from such facilities directly onto arterial or collector streets as defined by the ITE Manual.
(i) Have curbs, motor vehicle stops or similar devices so as to prevent vehicles from overhanging on or into public rights-of-way or adjacent property.
(j) Off-street parking spaces shall be reserved for the exclusive use of residents, customers, patrons, or employees of the principal use of the property they are designed and intended to serve or as part of a shared parking plan as permitted in this division; provided, however, the city may authorize such parking on non-residentially zoned properties to be used on a temporary basis by the general public in connection with a special event approved by the city under Article II of Chapter 26 of the City of St. Pete Beach Code of Ordinances during those times the principal use of the property is not operating or as provided in a shared parking agreement.
(k) Required off-street parking shall be located as follows:
    (1) On the same or contiguous property of the use the parking is intended to serve;
    (2) On non-contiguous property which has the same zoning classification or a zoning classification which allows the use as permitted or conditional, as the use the parking is intended to serve, provided:
        a. The off-premise parking is within eight hundred (800) feet of the principal use to be served, to be measured along the most direct pedestrian route; except for a non-residential use that operates and maintains a valet management plan for customers as outlined in Sec 23.4.(d) ~~restaurant,~~

~~hotel, or theater use that operates and maintains a valet parking service for customers, for which the off premise parking may be located within one thousand (1,000) feet from the principal use it is intended to serve, to be measured along the most direct pedestrian route~~.

b. An identifiable pedestrian connection is provided between the off-premise parking area and the principal use it is intended to serve. The pedestrian connection shall require no crossing of a collector or arterial street, except at a signalized intersection.

c. A parking agreement in a form approved by the city attorney is recorded with the Clerk of the Circuit Court of Pinellas County, Florida, at the owner's expense providing that the off-premise parking area will not be disposed of except in conjunction with the sale or use of the building the parking area serves so long as the parking is required.

(3) Towards the rear of building sites, wherever possible, with the street frontage defined by buildings and building orientation.

(l) Non-required, supplemental surface parking associated with an off-premise parking lot within the Gulf Boulevard Redevelopment District shall be limited to a time period not to exceed five years from the date the conditional use permit is originally approved by the city commission.

(m) Conditional use approval for a commercial parking lot in the Bayou Residential Character District shall be limited to two years from the date the conditional use permit is originally approved by the city commission.

(n) Notwithstanding any other provisions or restrictions contained in this Code, all parking lots, that have been permitted in accordance with this Code and in place at the time of adoption of this Ordinance, are considered vested until such time as the owner of the lot chooses to expand or change use of the property.

(o) Non-residential properties located in walkable areas are entitled to a 10% reduction to the total required off-street parking. Walkable areas must abut the following streets:

a. Gulf Boulevard from 35th Avenue to 75th Avenue

b. Blind Pass Road from 75th Avenue to 81st Avenue

The City Commission may modify the walkable areas as needed to adjust for future growth and trends through a Resolution.

Sec. 23.5. Number of parking spaces required.

Regardless of any other requirement of these regulations, each and every separate or individual store, office, or other business shall be provided with at least one off-street parking space, excluding required handicap parking, unless specific provision to the contrary is made herein.

The following minimum off-street parking requirements are applicable to all districts except as otherwise provided herein:

Use	**Parking Requirement (spaces)**
Automobile Service Station	1 space per bay, plus 3 spaces
~~Any form of residential~~ Residential, Single-family and Two-family	2 spaces per unit
Residential, Multifamily	1 space per bedroom
Ballrooms, Assembly Halls, and Event Space	1 space per 300 SF floor area
Bar, Nightclub	1 space per ~~50~~ 100 SF floor area
Bed and Breakfast	1 space per guest room plus 1 space for owner or operator
~~Convenience Store~~	~~1 per 200 SF floor area~~
Grocery Store	1 space per ~~100~~ 200 SF floor area
~~Legitimate~~ Theatre	1 space per 3 seats
Marina or Commercial Docks:	
Boat slips/live aboard	1~~.0~~ space per boat slip
High and dry slips	1~~.0~~ space per 4 boat slips or fraction thereof
Boat slips/non-live aboard	1~~.0~~ space per 4 boat slips or fraction thereof
Office	1 space per 300 SF floor area
Place of Worship	1 space per 3 seats in auditorium or chapel area
Restaurant	1 space per 100 SF floor area
Retail/Convenience Sales and Service	1 space per ~~200~~ 300 SF floor area
~~Schools~~ Educational Facility	3 spaces per 1,000 square feet of floor area, plus one for each teacher
Vehicle Rental	1 space per 200 SF floor area, must be marked as customer spaces plus one for each rental vehicle
~~Theater, Movie~~	~~1 per 3 seats~~

Transient Accommodations (including small retail and fitness facilities)	~~1 per transient accommodation unit, plus 1 additional per 10 transient accommodation units, plus additional parking for accessory facilities in accordance with the following:~~ 0.9 per transient accommodation unit plus additional parking for accessory facilities as listed below.
Office space (Transient Accommodations)	1 space per 300 SF floor area
~~Retail and~~ Restaurant space (Transient Accommodations)	1 space per 200 SF floor area
Ballroom, ~~lobby area,~~ conference and meeting rooms (Transient Accommodations) ~~, and fitness facilities~~	1 space per 600 ~~1,000~~ SF floor area

(a) In instances of new construction or facility expansion involving the establishment of outdoor seating areas or other accessory or supplemental uses, the number of required parking spaces shall be increased in accordance with the above table such that parking is adequate to accommodate the entire area of use, both internal and external to the structure; provided, however, outdoor dining or outdoor drinking areas shall not be required to provide additional parking when the outdoor dining or outdoor drinking area is less than 500 square feet or is located on a private sand beach affiliated with a temporary lodging establishment. Any portion of the outdoor dining or outdoor drinking area greater than 500 square feet not located on a private sand beach affiliated with a temporary lodging establishment shall be included as gross floor area for the purposes of calculating off-street parking requirements at the rate set forth in the above table or as otherwise provided by this Code.

(b) Parking spaces that are in excess of the number of spaces required by this division shall be constructed as grass parking, turf block or in a parking structure.

(c) Where a project is intended to be developed in phases, the city manager may approve the development of a parking area intended to serve each phase as it is developed.

(d) All ~~retail~~ non-residential projects over 5,000 square feet shall be required to provide a minimum of five bicycle rack spaces, or a number of bicycle rack spaces equal to ten percent of the required number of vehicle parking spaces, whichever is greater.

(e) For properties zoned CRD-EA, permitted non-residential and transient accommodation uses are exempt from the minimum parking standards above. Residential uses shall provide the required off-street parking in the table above.

(f) For ~~commercial~~ non-residential properties located in the Downtown Redevelopment District, additional parking shall be required for a change of use only if there is an increase in the floor area of an existing building or construction of additional buildings

upon a determination by the city that there is inadequate space to increase ~~on-site~~ off-street parking in accordance with city requirements.

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Sec. 23.9. Shared off-street parking.

(a) Two or more owners or operators of buildings or uses requiring off-street parking facilities may make collective provision for such facilities, provided that the total of such parking spaces when combined or used together shall not be less than the sum of the requirements computed separately, except in accordance with the requirements of this section. Any arrangement for combined off-street parking shall be subject to the filing of a legal instrument satisfactory to the city manager, or designee, ensuring that such off-street parking will be maintained in the future so long as a use or uses requiring such off-street parking continue.

(b) No part of an off-street parking area required for any building or use shall be included as a part of an off-street parking area similarly required for another building or use except as shared parking as set forth below.

(c) The city manager, or designee, may approve shared parking facilities for developments or uses with different operating hours or different peak business periods if the shared parking complies with ~~the~~ all of the following standards:

(1) Shared parking may not be used to satisfy the off-street parking standards for upper-story residential uses.
(2) Shared parking spaces must be located within 600 feet of the primary entrance of all uses served. Required parking spaces reserved for persons with disabilities shall meet all requirements of the Florida Accessibility Code.
(3) Shared parking areas for uses located in a nonresidential district shall not be located in any residential district.
(4) Those wishing to use shared parking as a means of satisfying off-street parking requirements must submit a shared parking analysis to the city manager, or designee, that clearly demonstrates the feasibility of shared parking. The study must be provided in a form established by the city manager, or designee, and made available to the public. It must address, at a minimum~~,~~: ~~the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces.~~
    a. The size and type of the proposed development;
    b. The composition of tenants;
    c. The anticipated rate of parking turnover and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces;
    d. The number of spaces to be shared;

e. Times and days parking is being shared;
f. Any restrictions to the sharing of parking spaces;
g. Provide the parking spaces required per code for each business sharing;
h. Provide a diagram of the parking lot and indicate areas that are being shared (if space specific); and
i. A termination clause if the agreement is discontinued.

(5) A shared parking plan shall be enforced through written agreement among all owners of record. The owner of the shared parking area shall enter into a written agreement with the ~~county with enforcement running to the county~~ City of St. Pete Beach providing that the land comprising the parking area shall never be disposed of except in conjunction with the sale of the building which the parking area serves so long as the facilities are required; and that the owner agrees to bear the expense of recording the agreement and such agreement shall bind his or her heirs, successors, and assigns. An attested copy of the agreement between the owners of record shall be ~~submitted to the city manager for recordation in a form established by the city manager~~ recorded with the County. Recordation of the agreement must take place before issuance of a building permit or certificate of occupancy for any use to be served by the shared parking area. A shared parking agreement may be revoked only if all required off-street parking spaces will be provided on-site in accordance with the off-street parking schedules in this section. The written agreement shall be voided by the city if other off-street facilities are provided in accord with these zoning regulations.

(6) Where the uses subject to a shared parking agreement change, the city manager, or designee, shall have the authority to require a revised shared parking study and a new shared parking agreement when the revised shared parking study indicates additional parking is required.

(7) Non-residential uses with excess off-street parking or having available off-street parking during non-business hours can make such parking available to the public, through administrative approval by the City Manager, or designee. An application and parking management plan must be submitted to the City and include the following:

(a) The parking spaces available to the public;
(b) The operating hours of the business;
(c) The hours the off-street parking will be sold;
(d) Proof that the off-street parking is underutilized/identifying the amount of excess parking if the plan includes spaces to be sold during operating hours;
(e) An enforcement plan; and

(f) The City Manager, or designee, may adopt additional rules and regulations necessary for the administration and enforcement of this subsection.

Sec. 23.11. Parking construction and design requirements.

(a) General construction *requirements.*

(1) All driveway and off-street parking areas shall be constructed of ~~asphaltic~~ concrete, concrete, pavers or equal on a properly constructed and compacted base unless an alternative is approved by the city.
(2) No slag, rock, pea gravel or other loose type of material shall be used.
(3) All driveway aprons within the public rights-of-way shall be constructed of concrete.
(4) All points of ingress/egress from parking areas to public rights-of-way shall be constructed only upon approval from the city or other public agency having jurisdiction over the right-of-way.
(5) All establishments with surface parking lots must provide, at a minimum, clearly delineated pedestrian access, separated from traffic lanes, from the public sidewalk to the parking area.
(6) Surface parking lots containing 100 parking spaces or more shall provide pedestrian walkways through the parking area. Walkways shall connect pedestrian activity such as, but not limited to, public sidewalks, public recreation trails, transit stops, street crossings, bicycle parking facilities, buildings and store entry points, and central features and community spaces.
    a. Location.
        (i) For parking rows perpendicular to the principal building front façade, pedestrian walkways shall be located at a minimum of one pedestrian walkway every 200 feet.
        (ii) For parking rows parallel to the principal building front façade, pedestrian walkways shall be incorporated adjacent to a series of aligned landscape islands with a minimum of one walkway for every 25 parking spaces.
    b. Dimensions. Pedestrian walkways required by this subsection shall be a minimum of five feet in width. The five-foot width shall not include any vehicle overhangs. A landscaped area not less than four feet wide shall abut the entire length of the walkway and shall include one shade tree per 30 linear feet, shrubs, accent plants and groundcovers.
    c. Identification. Pedestrian walkways shall be clearly identified. Pedestrian benches along the walkways are recommended, but not required. Pedestrian walkways which cross vehicular aisles or driveways shall be distinguished by a contrasting paving material such as pavers, bricks, stamped asphalt, or scored concrete.

d. The City Manager, or designee, may modify the pedestrian walkway standards if the applicant can demonstrate that some other form of pedestrian circulation would be suitable for the site and would provide equivalent pedestrian safety.

(7) Parking lots and buildings should be designed to allow connections with establishments on adjacent properties, allowing drivers and pedestrians to cross property lines without returning to the street.

(8) Where a surface parking lot abuts an existing sidewalk, a five-foot-wide buffered landscaping area should be provided containing shade trees or other greenery.

(9) Where a parking area is abutting, or is across an alley from, any residential use or residential zoning district, the parking area shall be screened from view with either a solid landscape buffer or a masonry wall a minimum of six feet tall.

(10) Where a driveway intersects a sidewalk located within the right-of-way, the portion of the sidewalk that crosses the driveway shall have a consistent finish and color as the abutting sidewalk and be visually delineated with expansion joints. The abutting property owner shall be responsible for maintaining the sidewalk in good condition and repair with no cracks or voids larger than one inch. Where a drive lane intersects a sidewalk located within the adjoining public rights-of-way, the sidewalk shall be delineated with expansion joints or contrasting surface materials.

(b) *Single-family and two-family residential.*

(1) For each single family and two-family zoning lots there shall be no more than two driveways providing access to one street, however, in the case of corner lots, no more than three driveways shall be permitted for any lot.

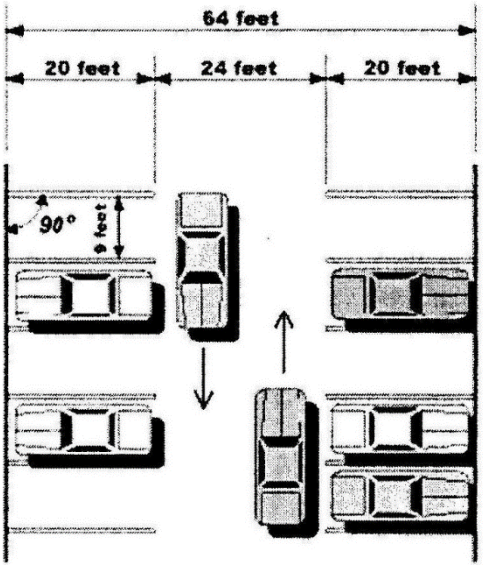
(2) ~~The minimum width of any driveway shall be 12 feet, and the maximum width of any driveway shall be 24 feet measured along the property line~~. *Standard driveway*. Driveways shall measure no less than 10 feet in width and no more than 20 feet as the driveway crosses the property line. The driveway approach shall measure no more than 26 feet at the curb, which includes two three-foot by seven-foot triangular flares.

(c) All other uses.

(1) In additional to meeting the general construction requirements of paragraph (a) above, all off-street parking areas shall be designed and constructed in accordance with the dimensional requirements illustrated below, except that in developments requiring more than 50 total parking spaces, a maximum of 25 percent of such spaces may be designed for compact car parking (8 feet by 16 feet) ~~and may be as small as 8 feet by 16 feet in dimension~~. Up to 10 percent of those spaces may be designed for motorcycles and/or scooters (4 feet by 10 feet) and/or golf carts 6 feet by 10 feet, where permitted to operate. Any such space provided must be identified by legible signage as a compact car~~.~~, motorcycle and/or scooter, or golf cart parking space, where applicable.

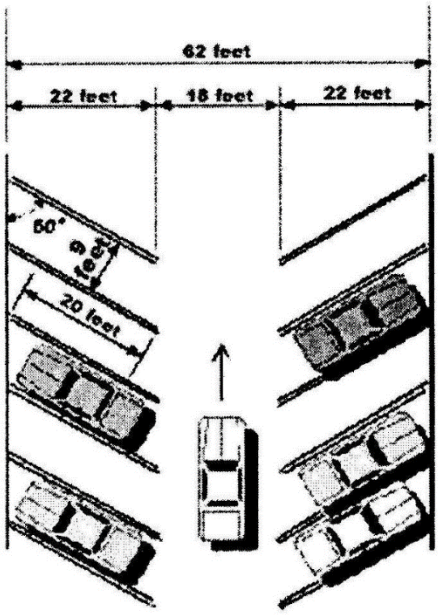
A. *Parallel*. The dimensional requirements for parallel parking spaces are nine feet in width and 24 feet in length.

b. *Perpendicular – 90 Degree*. The dimensional requirements for this configuration are:



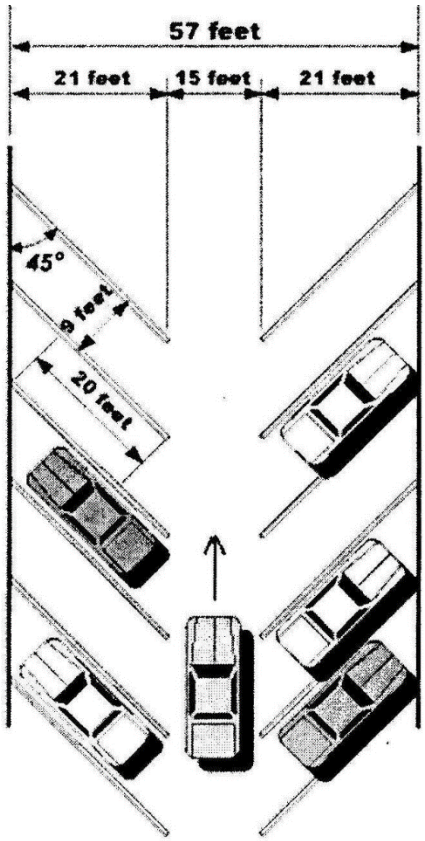
Description	Dimension
Parking space width	9 feet
Parking space length	20 feet
Driving aisle width (2-way)	24 feet
Two rows plus aisle width	64 feet

e. *Angled – 60 Degree*. The standard dimensions for this configuration are:



Description	Dimension
Parking space width	9 feet
Parking space length	20 feet
Driving aisle width (1-way)	18 feet
Two rows plus aisle width	62 feet

f. *Angled – 45 Degree.* The standard dimensions for this configuration are:



Description	Dimension
Parking space width	9 feet
Parking space length	20 feet
Driving aisle width (1-way)	15 feet
Two rows plus aisle width	57 feet

Sec. 23.12. Off-street loading spaces.

All transient accommodation uses having food service, convention and/or meeting room facilities that in total floor area exceed 10,000 square feet and all nonresidential uses exceeding 10,000 square feet in floor area shall be required to provide one off-street loading space for the first 10,000 square feet and one additional off-street loading space for each additional 10,000 square of floor area or part thereof as follows:

(a) *Dimensions*. The minimum dimensions of any required off-street loading space shall be a clear horizontal area of 12 feet by 30 feet, exclusive of platforms and piers, and a clear vertical space 14 feet high. For vehicle sales facilities, the loading space shall be large enough to accommodate at least one full size vehicle transport truck.

(b) *Changes in uses*. When the use of a structure or land or any part thereof is changed to a use requiring off-street loading facilities, the full amount of off-street loading spaces required shall be supplied and maintained. When any structure is enlarged or any use extended so that the size of the resulting occupancy requires off-street loading space, the full amount of such space shall be supplied and maintained for the enlarged structure or extended use.

(c) *Accessibility*. Each off-street loading space shall be directly accessible from a street or alley without crossing or entering any other required off-street loading space. Such

loading space shall be accessible from the interior of the building it serves and shall be arranged for convenient and safe ingress and egress by motor truck or motor truck and trailer combinations, and so no truck or trailer shall be required to back from such facilities directly onto public streets.

(d) *Construction*. All off-street loading areas shall be constructed of asphaltic concrete, concrete or equal on a properly constructed and compacted base unless an alternative is approved by the city.

(e) *Use restricted*. Off-street loading areas shall not be used for sales, dead storage, repair, dismantling or servicing of any type or kind.

(f) *Shared off-street loading*. Collective, joint or combined provisions for off-street loading facilities for two or more buildings or uses may be made, upon the approval of the city, provided that such off-street loading facilities are sufficient in size and capacity to meet the combined requirements of the several buildings or uses and are designed, located and arranged to be usable thereby.

(g) *Loading areas*. Loading areas shall be screened from view with a solid masonry wall measuring at least six feet in height. Where the loading area is abutting, or across an alley from, any residential use or residential zoning district, the loading area shall be screened from view with a solid masonry wall measuring at least eight feet in height. The required screening wall(s) shall not be in conflict with other sections of this code and shall be architecturally finished to match the building.

~~**Sec. 23.14. - Fee in-lieu of required on-site parking.**~~

~~(a) The amount of any on-site parking required under section 23.5 of this Code for development in the Downtown Redevelopment District may be reduced by the payment of the fee as established by resolution of the City Commission.~~

~~(b) Any money collected by the city under this section may be used only for the purchase of land for, or the construction, maintenance, or operation of on-or off-street municipal parking facilities created by this fund, and any other costs associated with the provision of municipal parking in the Downtown Redevelopment District.~~

SECTION 3. Codification. This Ordinance shall be codified in the Code of Ordinance of the City of St. Pete Beach.

SECTION 4. Conflicts. All ordinances or parts of ordinances, in conflict herewith are hereby repealed to the extent of any conflict with the Ordinance.

SECTION 5. Severability. The provisions of this Ordinance are declared to be severable, and if any section, sentence, clause or phrase of this Ordinance shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections,

sentences, clauses, and phrases of this Ordinance as they shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

SECTION 6. Scrivener's Error. The City Attorney may correct scrivener's errors found in this Ordinance by filing a corrected copy of this Ordinance with the City Clerk.

SECTION 7. Construction. This Ordinance is to be liberally construed to accomplish its objectives.

SECTION 8. Publication**.** This Ordinance shall be published in accordance with the requirements of law.

SECTION 9. Effective Date. This ordinance shall take effect immediately upon adoption.

FIRST READING: _____
PUBLISHED: _____
SECOND READING: _____
PUBLIC HEARING: _____

CITY COMMISSION, CITY OF ST. PETE BEACH, FLORIDA.

_____
Alan Johnson, Mayor

I, Amber LaRowe, City Clerk of the City of St. Pete Beach, Florida, do hereby certify that the foregoing Ordinance was duly adopted in accordance with the provisions of applicable law this _____ day of _____, 2022.

_____
Amber LaRowe, City Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

_____
Andrew Dickman, City Attorney

Words ~~stricken~~ through shall be deleted. Words underscored constitute the amendment proposed. The symbol *** constitutes code sections not shown for purposes of brevity. Remaining provisions are now in effect and remain unchanged.

Edward F. and Mary M. Hacker
221 N. Tessier Drive
St Pete Beach, FL 33706
813-879-6683
mhacker1@tampabay.rr.com

January 19, 2022

Planning And Zoning Department St Pete Beach, FL
Wesley Wright, Planning Manager
Jordan Elmore, Planner I
Jennifer Ledford, Zoning Tech I

Planning Board City of St Pete Beach, FL
Tiffany Secka, Greg Premer, Tom DeYampert, Rachel Ciliberti, Bev Jackson

St. Pete Beach City Hall
155 Corey Avenue
St. Pete Beach, FL 33706

To All:

RE: Unintended Consequences/Ramifications of Planning and Design Decisions

We are writing today to warn you about the ramifications of the Planning and Design decisions that you make and how they have impactful negative consequences to the residents and neighbors in our neighborhoods here on St Pete Beach.

We are specifically referring to your approval of designs that allow for windows and doors (even garage doors) on the Garage level of elevated new homes being constructed according to the FEMA guidelines that are located on a canal where these openings face other homes across a canal.

We have been dealing with a situation for years with an elevated home across the canal from us that had garage parking underneath their home with openings, windows and doors facing the canal whereby the headlights from their vehicles were shining into our home.

We have complained ad nauseam to the City via several city managers and our District 4 Commissioner without a resolution to this problem over the years and even recently bringing this to the current City Manager's attention. In the end, he stated there is nothing illegal about vehicle headlights in a home - that the Florida Code only addresses lights coming from the actual structure itself.

After many repeated conversations with that homeowner and offering to pay for the costs to build a wall, a wall was built to keep the vehicle headlights from coming across the canal and into our home.

A simple drywalled wall resolved the problem for the last 12 years.

Fast forward to today, that property has changed hands. The new property owner has torn down the existing house and has been issued a permit by the City of St. Pete Beach for a new home with plans to have large glass doors and windows in the first-floor garage facing the canal.

The new home is being built on a 68-foot wide lot and takes up every bit of the lot with the exception of zoning-mandated setbacks. As you can imagine with that much width and the number of glass doors and windows, we are very alarmed and concerned about the vehicle headlights to come when the new property owner moves into the home.

After we contacted our City Manager and building department about this particular home they suggested curtains on the windows! Vehicle headlights permeate curtains. Right now, during the construction of this home, the vehicle headlights are coming across the canal and into our home, and through our own curtains.

Curtains are not a serious permanent solution to this real and ongoing problem.

A similar home on South Julia was just issued its CO. We went over and introduced ourselves to the new property owner. As we stood in his garage, we asked him "what will keep your vehicle headlights from going across the canal and into the home across the canal?" He replied, "that's a good question! I don't know -do you live across the canal?" We replied, "No, but a similar design was recently approved on our canal across from us." We also warned him if his neighbors come over complaining it would be real as this is what we have experienced.

We sincerely hope you will please cease approving these types of designs on our canals. This type of design should only be approved on "open water." People have the right to live in their existing homes without having vehicle headlights suddenly shining on them in their homes.

We do not know the numbers, but when you look at the map of St Pete Beach the greatest percentage of single-family water-front homes are on canals so this needs your immediate attention.

You cannot imagine how terrible this has been for us after investing our hard-earned money in this city 24 years ago. We built a new home on this beach when it wasn't even popular to do so. We have been property owners here since 1998. We built our new home in 2005.

As the City Manager informed us, he would bring the matter to your attention. So that others do not have to live this way.

Respectfully,

Edward F. and Mary M. Hacker