# CHAPTER 10 – TRANSPORTATION MANAGEMENT

## Table of Contents

- **Section 1000 Right-of-Way Standards**
  - 1000.1. Right-of-Way Reservation/Dedication
  - 1000.2. Exceptions

- **Section 1001 Street Standards**
  - 1001.1. Required Access
  - 1001.2. Arrangement of Streets
  - 1001.3. Limited Access on Major Thoroughfares
  - 1001.4. Street Design Standards
  - 1001.5. Distance from Buildings
  - 1001.6. Sidewalks, Pedestrian Ways and Bicycle Facilities Standards
  - 1001.7. Traffic Control Standards
  - 1001.8. Street and Structure Numbering Standards

- **Section 1005 Off-Street Parking**
  - 1005.1. Applicability
  - 1005.2. Use of Off-Street Parking Areas
  - 1005.3. Number of Vehicular Parking Spaces Required
  - 1005.4. Reduction in Number of Required Parking Spaces
  - 1005.5. Cooperative Parking Facilities
  - 1005.6. Location of Parking Spaces
  - 1005.7. Parking Lot Design
  - 1005.8. Modifications to Existing Parking Lots
  - 1005.9. Fire Access Requirements
  - 1005.10. Landscaping
  - 1005.11. Construction and Maintenance

- **Section 1006 Off-Street Loading**
  - 1006.1. Applicability
  - 1006.2. Off-street Loading Plans Required
  - 1006.3. Use Limitations
  - 1006.4. Number of Loading Spaces Required
  - 1006.5. Cooperative Loading Facilities
  - 1006.6. Reduction in Required Loading Spaces
  - 1006.7. Location of Loading Facilities
  - 1006.8. Loading Facility Design
  - 1006.9. Construction
List of Tables

Table 10 - 1. Manatee County Street Designation Chart................................................................. 10
Table 10 - 2: Parking Ratios............................................................................................................. 17
Table 10 - 3: Bicycle Parking Space Requirements......................................................................... 22
Table 10 - 4: Cooperative Parking Usage Percentages................................................................. 23
Table 10 - 5: Cooperative Parking Matrix Example......................................................................... 24
Table 10 - 6: Parking Dimensional Standards.................................................................................. 25
Table 10 - 7: Loading Space Uses.................................................................................................... 29

List of Figures

Figure 10 - 1: Cross Access................................................................................................................ 5
Figure 10 - 2: Connectivity.................................................................................................................. 5
Figure 10 - 3: Off-street Parking Area Dimensions ....................................................................... 26
CHAPTER 10 - TRANSPORTATION MANAGEMENT

Section 1000 Right-of-Way Standards

Road rights-of-way shall be reserved and dedicated as necessary to widen or extend streets; establish or enhance traffic circulation; provide safe ingress/egress, and conform to the requirements of the Comprehensive Plan. Street right-of-way standards shall be as indicated in the Public Works Standards and this Section.

1000.1. Right-of-Way Reservation/Dedication.

A. Proposed Development. The land lying within a proposed development, which is shown on the Future Traffic Circulation Map as intended to become a public street, shall be reserved or dedicated to Manatee County in accordance with the following:

1. Subject to the County making an individualized determination of rough proportionality of the needed right-of-way to the transportation impacts generated by the applicant's project based upon a traffic impact analysis, in accordance with applicable case law and based upon competent and substantial evidence, the County shall require the applicant to dedicate land to accommodate:
   a. In the event the development encompasses the roadway, the full width of the right-of-way needed for such roadway, or
   b. If the development abuts such roadway, one-half (½) the width of the roadway. All dedications shall be to the extent of the legal interest of the property owner. Such dedication shall not relieve the developer from obtaining a Certificate of Level of Service;

2. An applicant may voluntarily dedicate, and the County may, in its discretion, accept the road right-of-way needed for all or a portion of such roadway pursuant to a development agreement or other contract that is supported by mutual consideration and is legally binding upon the applicant and its successors in interest; or

3. An applicant shall be required to reserve, and maintain an appropriate future right-of-way setback (in addition to all other setbacks and buffers required under this Code) sufficient to accommodate
   a. In the event the development encompasses the roadway, the full width of the right-of-way needed for such roadway, or
   b. If the development abuts such roadway, one-half (½) the width of the roadway. In either case the applicant will not be required to dedicate such rights-of-way.

B. Divided Sites. In the case of property proposed to be divided into two or more discrete sites, and the impacts of development approval would be associated with only one of such discrete sites, the applicant shall be required to reserve or dedicate, as the case may be, rights-of-way only along or encompassing the portion of the roadway shown on the Future Traffic Circulation Map that crosses or abuts such discrete site.

C. Missing Segments. Where there are missing segments in the thoroughfare system or new thoroughfares are to be constructed which are designated on the Future Traffic Circulation Map, such portions of the segments or new thoroughfares lying or adjacent to within the proposed development shall be incorporated in the site design for circulation and access to the extent feasible and improved by the developer along with other required improvements in accordance with the requirements of this Code.

D. Center Line. For the purposes of the reservation or dedication, the center line of the future rights-of-way shall be the center line of any roadway that presently exists at that location, unless determined otherwise by the Department Director.

E. Facilities. No structures or parking, landscaping, or retention facilities required by this Code shall be located within the land needed to accommodate the full width of the right-of-way needed for such roadway as shown on the Future Traffic Circulation Map, including without limitation land reserved or dedicated pursuant to this section. The Department Director may allow certain facilities in such areas where it is determined that because of location, configuration, or other characteristics unique to that property, such prohibition of such facilities from said land would deprive the owner thereof any opportunity to continue an established use or to make some reasonable use
1000.2. Exceptions

A. Land for Roadways and Missing Segments. The dedication or reservation of land for roadway purposes and improvement of missing segments will not be required where the Department Director determines that because of the location, configuration, or other characteristics of the property, or other circumstances peculiar to the particular site, such dedication or reservation:

1. Would be disproportionate to the relative impacts of the proposed development upon the road system; or

2. Would deprive the owner thereof of any opportunity to continue an established use or to make some reasonable use of the property, provided that, if feasible, a lesser dedication or reservation consistent with the impacts of the subject development upon the road system may be required.

B. Interstates. The provisions of this Section shall not apply to Interstates and other similar limited access highways.

Section 1001 Street Standards.

All improvements required for both proposed public and private rights-of-way in or around a proposed development shall be built in accordance with this section and the Manatee County Public Works Standards, and shall be installed at the expense of the developer. If any discrepancy is discovered between this section and the Public Works Standards or any other County policy, the most stringent and restrictive specification, condition, and/or directive shall apply.


A. Intent. It is the intent of this section to provide for adequate access to lots for egress and ingress, emergency vehicle access, proper maintenance of streets, inspection, related governmental functions, and for the protection of public safety, health and welfare.

B. Primary Access Requirements. Primary access to lots and developments shall be provided as follows.

1. No building permit for a substantial improvement or for the establishment of a new single-family or multi-family use shall be issued by the Building Official unless the lot has adequate access to one of the following:

   a. A street which has been constructed in conformance with the Manatee County Public Works Standards or is listed in the official and approved inventory of County-maintained streets, and which:

      i. Has been dedicated or conveyed by plat, deed, or other legal process and accepted as a public street by the State of Florida or Manatee County; or

      ii. Has become a public street by act of Florida law.

   b. A street not constructed to Manatee County Public Works Standards nor listed in the official and approved inventory of County-maintained streets, may be allowed as long as the following conditions are met:

      i. The applicant shall submit verifiable proof of ownership of the lot or property to the Department Director; and

      ii. The applicant shall submit an executed maintenance responsibility affidavit and agreement between the lot owner and the County for approval by the Department Director as provided in the Manatee County Public Works Standards. The affidavit and agreement shall be recorded with the Clerk of the Circuit Court. A copy of the recorded affidavit and agreement shall be on file with the Department Director.

   c. A private street which has been approved and constructed in compliance with the Manatee County Public Works Standards and recorded with the Clerk of the Circuit Court.

2. Private Commercial Access. A private internal roadway utilizing cross-access easements with an adjacent parcel or parcel, which meets the commercial node frontage requirements stipulated in the Manatee County Comprehensive Plan. The private internal roadway shall be specifically identified and designated on a plan as an easement for vehicular travel of the public and the easement(s) shall be duly recorded with the Clerk of the
Circuit Court.

a. The joint use of the private internal roadway(s) shall be strictly limited to small and medium commercial subdivisions or individual commercial or industrial lots of record that can utilize the private internal roadway provision.

b. Approved access shall be restricted to a site where the proposed use, though located on a parcel that is within the distance criteria of a small or medium commercial node, as defined in the Manatee County Comprehensive Plan, does not have frontage on a roadway classified as a collector or arterial shown on Map 5B of the Manatee County Comprehensive Plan. Each private internal roadway shall be specifically identified and designated on a plan as an easement for vehicular travel of the public, and the easement(s) shall be duly recorded with the Clerk of the Circuit Court.

3. An ingress and egress easement, subject to the following:

a. A recorded, non-exclusive ingress/egress, utility and drainage easement may provide the required access to a single-family semi-detached lot which has been created by the split of an existing duplex, where only one (1) unit of the duplex faces the street, and therefore the rear unit did not have frontage on the street.

b. Ingress/egress easement with a minimum width of twenty (20) feet may be used for access in the A, A-1, RSF, RDD, RMF and VL zoning districts for access to one single family dwelling unit or a single family lot, or one existing, permitted, mobile home unit in the A District, in lieu of public or approved private streets, see the Manatee County Public Works Standards Manual for additional requirements. Ingress and egress easements, however, are not permitted in conjunction with new subdivisions.

c. Unmanned utility facilities shall be allowed access by easement in all zoning districts for occasional maintenance. The easement shall cross only one (1) lot, and shall be recorded in conjunction with any required administrative permit approval for the utility use. This shall not include communications towers covered in Section 531.36.

C. Second Additional Means of Access Required. All residential developments or parts of phases thereof, containing more than one hundred (100) residential dwelling units, or parts of phases thereof containing more than two hundred fifty (250) residential units, and all professional, commercial, and manufacturing development, or parts of phases thereof, containing more than fifty (50) lots generating more than one hundred (100) PM peak hour trips, shall have a second separate means of access (street) from a through street. For development generating more than 500 PM peak hour trip ends, an additional means of access shall be provided for every 250 PM peak hour trip ends or increment thereof (i.e., third means of access at 501 PM trips, fourth means of access at 751 PM trips, and so on). Secondary-Additional means of access roads must meet the following standards:

1. The second means of access (street) shall have access to a through street, either public or private, constructed to County standards, other than that a street on which the other of the development’s primary access points is located.

2. If an additional means of access is not available to another street, another direct access street to the same primary access street is acceptable if the primary access street is a public bi-directional thoroughfare, and separated from the other access consistent with emergency service provider requirements and by a minimum of three hundred (300) feet. The three hundred (300) foot separation may be reduced only if the site does not have enough frontage on a street to meet the 300 foot separation between access points, and subject to other design considerations addressing fire protection, public safety, traffic, storm water management and other by a minimum distance as detailed in the driveway spacing standards in the Manatee County Public Works Standards Manual, Part 3-Highway and Traffic Standards, Section 3.7. A two-way boulevard with a median (regardless of the number of travel lanes) shall be deemed a single access point, and does not meet the requirement of this section.

3. Where a specific design incorporates site security elements for a residential planned development, the Board and the Department Director may consider an alternative design for the construction of the secondary means of access, subject to the following:

a. The alternative design shall incorporate specific security provisions to allow satisfactory ingress by emergency vehicles.
b. The right-of-way design standards for width and radii shall be adhered to.

c. The design shall retain the construction of appropriate utilities and drainage requirements.

d. The security components shall include the construction of and maintenance criteria for security gates and signage, in addition to the road base and surface stability for emergency vehicles.

e. The area above the ground surface shall remain free and unobstructed to allow ready access by emergency vehicles to the planned development.

D. Cross Access Exception

1. Purpose. A cross access connection between adjacent properties is required by the Comprehensive Plan for greater transportation mobility between adjacent properties minimizing the impacting on thoroughfares. In conjunction with a development approval, the property owner shall provide such access through easements, agreements or other stipulations, running with the land, as may be necessary to ensure that adjoining properties may be easily tied together allowing general cross-access to and from the other properties in the affected area. Such agreement shall be recorded in the public records and constitute a covenant running with the land.

2. Standard for Exception. Exceptions to the cross access requirement may be approved administratively based on the following findings must be made addressing the following:

a. No logical connection(s) can be established which would improve system mobility; or

b. Compatibility concerns are created due to creation of unsafe or undesirable travel routes;

c. Adversely affect traffic operations and safety.
1001.2. Arrangement of Streets.

A. **Alignment.** All streets shall be properly integrated and aligned with the existing and proposed system of thoroughfares and local streets.

B. **Through Traffic, Inter-Neighborhood Connections and Internal Connectivity.**
   1. Local streets shall be arranged in a manner that discourages their use by through traffic to promote inter-neighborhood connectivity and to tie into major thoroughfares. See Figure 10-2.
   2. Each development's internal roadway network shall have a link (road segment) to node (intersection or terminus) ratio greater than 1.1.

C. **Collectors.** Collector streets shall be spaced a maximum of one-half (1/2) mile apart.

D. **Street Extension.** Local streets shall be extended to the property limits of the subdivision to allow for the...
logical future extension of the streets into adjacent developed or undeveloped land to complete the inter-
neighborhood road system ties. Stubbed streets shall be provided in the event there is no existing street
extending from the adjacent property. Alignments of local streets shall be made in a logical connected pattern
with respect to the Future Thoroughfare Map. Non-egress easements prohibiting access to streets or adjoining
property shall not be permitted unless the easement is designated in accordance with the Manatee County Public
Works Standards and is dedicated to Manatee County. Local streets shall be provided to create connections in all
four cardinal directions to the thoroughfare network (arterial or collector).

C.E. Emergency Vehicles. All streets shall be arranged in a manner which minimizes difficulty of access by
emergency vehicles.

D.F. Comprehensive Plan. The integrating of the road system shall be determined in accordance with the
Comprehensive Plan.

E.G. Access. Each lot created in a subdivision shall have access to a public street. No subdivision shall be
approved unless its street system is connected to a paved public or private street. In subdivisions consisting of six
(6) or more lots, all lots shall have direct access to a paved public street or private street approved pursuant to
Section 1001.

1001.3. Limited Access on Major Thoroughfares.

To maximize the operational efficiency and safety of high-volume through traffic thoroughfares, the County, MPO or
State has determined that certain roadways shall be designated as controlled access facilities. Refer to the Public
Works Standards for more information.

1001.4. Street Design Standards.

It is the intent of this section to provide general standards for streets, alleys, dead end streets, half streets, gated
streets and cul-de-sacs, and to ensure that adequate ingress and egress is provided to the general public.
Constraints to off-site thoroughfares designated on the Future Traffic Circulation Map shall be
required in accordance with the provisions of the Comprehensive Plan. All other streets shall be designed according
to the Manatee County Public Works Standards Manual and the following.

A. Private Street Requirements.

1. Prior to approval of a private street by the Department Director, the applicant shall provide documents and
other assurances satisfactory to the Public Works Department to establish a means of properly
providing the necessary maintenance and improvements of said private street. An organization shall be
created or designated by covenants running with the land and shall outline the responsibilities for perpetual
maintenance and improvements to said private street. The documents shall be filed for public record with the
Clerk of the Circuit Court.

2. Any amendment to an approved private street that either increases or decreases the number of lots being
served by the private street without increasing or decreasing the length of the street shall be approved by
submittal of:
   a. A revised private street application indicating the lot splits or combinations;
   b. A revised survey showing the new lots receiving access; and
   c. Revised affidavits and agreements between the property owners guaranteeing access for all intended
   parties.

3. Any amendment to a private street that results in an increase or decrease in the length of the street shall be
required to go through the entire street approval process.

B. Alleys. The purpose of an alley is to provide access for service vehicles and a means of access to lots and off-
street parking at the rear of lots, but not intended to serve as the second means of access required in Section
1001.1.C. Alleys may be provided in all land uses.

C. Half-streets. Half-streets are prohibited.

D. Cul-de-Sacs, Dead End Streets and Stub Streets
1. Cul-de-sacs and street closures shall be limited to streets that are unable to be connected due to natural terrain, habitat, or environmentally sensitive resources. Cul-de-sacs shall have walkway or bicycle connections to other sidewalks and streets to provide connectivity within and to adjacent neighborhoods.

1.2. Cul-de-sacs and dead end streets shall be limited to a maximum length of 800 feet in any new development and shall be constructed to the Manatee County Public Works Standards.

2. A temporary dead end street will be allowed when such street will ultimately provide for the continuation of streets between adjacent properties as stipulated in this Section. A temporary dead end street shall not exceed eight hundred (800) feet. A temporary turn-around or cul-de-sac shall be constructed to the Manatee County Public Works Standards. The Department Director may waive the requirement for the temporary turnaround pavement within multiphase projects. The area outside the right-of-way needed to accommodate the temporary cul-de-sac can be provided as a temporary easement that will be vacated once the street is continued.

3.4. Culs-de-sac shall have a diameter of ninety (90) feet to edge of pavement.

4. Connection of new development to existing stub streets is required, unless waived by the Board of County Commissioners in conjunction with the approval of the plat, General Development Plan or Final Site Plan. Findings shall address the following:
   a. Public safety (e.g., fire, EMS, etc.) issues;
   b. Pedestrian connectivity;
   c. Public or private street; and
   d. General traffic circulation and impacts of connecting or not connecting.

E. Private Streets Buffering. The private street shall be located and buffered or screened as necessary to protect other adjacent properties. This requirement shall be satisfactorily addressed by an engineer, architect, or landscape architect.

E.F. Block Size. The maximum block size shall be a block with a 0.5 mile perimeter. Larger block sizes may be considered where there are mid-block, cut-through bicycle and pedestrian sidewalks or paths.

1001.5. Distance from Buildings.
A. Residential Buildings. No drive aisles or street shall be located closer than fifteen (15) feet to any residential building

B. Gatehouses, Restricted Entry Gates. Streets or drive aisles abutting gatehouses or restricted entry gates shall have a minimum distance of two (2) feet between the structure and the drive aisle if there is no outward swinging door on the structure. For projects exceeding two hundred fifty (250) units, a minimum of four (4) stacking spaces shall be required for each lane entering at a restricted entry gate or guard house entry. For projects under two hundred fifty (250) units, a minimum of two (2) stacking spaces shall be required for each lane.

Sidewalks, pedestrian ways and bicycle facilities shall be provided to allow for safe and convenient access to pedestrians and bicyclists.

A. Sidewalks.
   1. Sidewalks Required. New development requiring Administrative or Special Permits, Preliminary or Final Site Plans, or Preliminary or Final Plat approval shall provide five (5) foot sidewalks, constructed to the specifications of the Manatee County Public Works Standards, as follows:
      a. Along both sides of all new or existing Major Thoroughfares, unless the development is adjacent only to one (1) side of the thoroughfare. In such case, the development shall be required to construct a sidewalk only on the side of such street lying adjacent to the development.
      b. Along the north and west sides of all new or existing public streets contiguous to the development, and/or also within the proposed development. The Department Director has the ability to require placement of sidewalks in other locations (i.e. on the south or east sides of streets) to provide a more efficient
c. Along all new or existing streets abutting a development located:
   i. Within two (2) walking miles of any Public Elementary or Middle School;
   ii. In PR, NC, GC, MX, HC, LM and HM Zoning Districts;
   iii. Nonresidential planned development districts; or
   iv. Within a fifteen hundred (1,500) foot radius of a transit stop.

2. **Sidewalk Extension.** The Department Director may require construction of sidewalks to extend a maximum distance of one thousand (1,000) feet beyond the outer limits of the proposed development in the interest of safety for handicap accessibility, and to extend sidewalks to existing or proposed attractors.

3. **Exemptions.** The following shall not be required to provide sidewalks:
   a. Where sidewalks do not exist within one thousand (1,000) feet to property zoned A, A-1, LM, HM, or EX, sidewalks shall not be required except as stipulated in this Section.
   b. Sidewalks shall not be required along interstates and limited access highways.
   c. Individual Mobile Homes.
   d. Home Occupations.
   e. Telecommunication towers, where sidewalks do not exist within one hundred (100) feet of the parent parcel.

4. **Private Development.** Within a private development, sidewalks shall be required along dedicated and non-dedicated streets. However, all private development may provide pedestrian walks with a minimum of five (5) feet which interconnect principal structures, parking areas, recreational facilities and adjoining sidewalks in lieu of the required sidewalk along non-dedicated streets. Such walks shall be paved. All walkways shall be constructed in accordance with the Manatee County Public Works Standards for sidewalks and ADA design requirements. In addition, where the private development is contiguous to any street, a five (5) foot sidewalk shall be installed along the streets contiguous to the development.

5. **Agreement to Defer Completion of the Required Sidewalk.** The Department Director may approve a deferral of construction, when, the owner executes an "Agreement to Defer Completion of the Required Sidewalk" according to the Manatee County Public Works Standards.

**B. Pedestrian Ways.** Pedestrian ways shall be required where essential to provide circulation or access to schools, parks, employment centers, shopping centers, transportation and other community facilities consistent with the need to ensure privacy for the development. The development of pedestrian ways shall be required, concurrent with development, within fifteen hundred (1,500) feet of a transit route to encourage pedestrian and transit intermodal travel. Pedestrian ways shall have a minimum width of ten (10) feet, including a paved walkway of six (6) feet. The remainder of the pedestrian way shall be landscaped in a manner that provides a neat and attractive appearance. Planting materials shall conform to Section 701, Landscaping. Lighting, screening, and other improvements shall be included in such a manner as to provide security, tranquility, and privacy for occupants of adjoining property and safety for users of the ways.

**C. Bike Lanes.** Bike paths and bike lanes shall be constructed and dedicated to Manatee County in accordance with the Manatee County Public Works Standards and any Master Bike Route Plan adopted by the County.

**D. Non-motorized Multi-Use Greenway Trails.**

1. **Spine Trails.**
   a. When development abuts a public right-of-way where a trail corridor is proposed in the adopted Manatee County Greenways Master Plan, a trail shall be installed in lieu of required sidewalks, subject to County approval. Trails shall be constructed to meet or exceed the specifications of the Manatee County Greenways Master Plan and Manatee County Public Works standards.
   b. Developments located within ½ mile of a proposed trail corridor (spine trail) identified in the adopted Manatee County Greenways Master Plan shall be evaluated to determine if the trail corridor may be
located on the development site. If determined appropriate for trail development, the developer shall dedicate land for trail development.

c. If land within a development is dedicated for a spine trail identified in the Manatee County Greenways Master Plan or for a trail providing connectivity to the spine trail (i.e., connector trail), the applicant may receive credit towards the countywide parks and open space impact fees levied upon the project, subject to the provisions of Chapter 8. Additionally, land dedicated for trails may be used to meet open space requirements of the project.

2. Connectivity.

a. Use of greenbelt buffers for connector trails is required. Up to fifty (50) percent of the width of a greenbelt buffer may be used for trails, subject to County approval. The planting requirements in Section 701.3 shall apply to the remaining portion of the greenbelt buffer.

b. On-site trail links providing connectivity with the County trail system, as well as provisions for trail links to, through and contiguous to adjacent property, shall be provided to form an integrated network of trails connecting neighborhoods recreational amenities, schools, libraries, and business centers offering goods and services.

c. The County may require construction of trails to extend a maximum distance of one thousand (1,000) feet beyond the outer limits of the proposed development where necessary to connect with or extend to other existing trails in the interest of safety, for handicap accessibility, and to extend trails to existing or proposed attractors. If necessary, the County shall participate in acquiring right-of-way for these connections. The applicant may receive credit towards the countywide parks and open space impact fees levied upon the project, subject to the provisions of Chapter 8.

1001.7. Traffic Control Standards

A. Administration. The Public Works Department is responsible for the administration and coordination of this Section.

B. A. Permit Requirements. No application for a development permit approval for Administrative or Special Permits, Preliminary or Final Site Plans, or Preliminary or Final Plat shall be approved until the traffic control requirements set forth herein have been reviewed and approved by the Transportation Department Director.

C. B. Traffic Standards. All traffic control components installed within the public rights-of-way of any roadway under the jurisdiction of Manatee County or within private areas where the general public is invited shall conform to the uniform system adopted by the FDOT pursuant to Chapter 316, Florida Statutes. The standards have been published in the latest edition to the following documents:

2. Standard Specifications for Road and Bridge Construction—FDOT;
3. Supplemental Specifications to the Standard Specifications for Road and Bridge Construction—Traffic Signals—FDOT;
5. Manual of Uniform Traffic Control Devices—U.S. Department of Transportation, Federal Highway Administration; and
6. Manatee County Public Works Standards.

D. C. Street Designation Signs.

All street designation signs on any street shall conform to Manatee County Public Works Standards, and the uniform system of traffic control devices adopted by the FDOT.

1001.8. Street and Structure Numbering Standards

A. General. The Grid System and Address Maps for the unincorporated Manatee County are part of this Code. The
Department Director shall coordinate the preparation of address conversion charts consistent with said maps for the purpose of implementing the numbering of structures.

B. Reassignment. The Manatee County Department Director may, from time to time, re-assign street and structure numbers throughout Manatee County in order to facilitate a uniform and logical addressing system.

C. Adoption of U.S.P.S. Abbreviations for Street suffixes.

1. The abbreviations for street suffixes as set forth and published by the U.S. Postal Service are hereby adopted by Manatee County.

2. All functions undertaken by the County which incorporate street suffixes including, but not limited to, address lists for billing or inventory purposes and street signage shall utilize the street suffix abbreviations as adopted by the U.S. Postal Service.

D. Street Designation Assignments.

1. All streets, whether public or private shall be designated or approved by the Department Director in conformance with the County Grid System and addressing standards, at the preliminary plat/plan stage. An Ingress/Egress Easement used for access in lieu of a public or approved private street, serving one (1) lot shall be assigned a street number based on the County's grid system. The owner(s) of said easement will bear the responsibility and cost of fabricating and erecting the proper street markers and any additional signage as required by the Federal Highway Administration Manual on Uniform Traffic Control Devices for Streets and Highways and the Manatee County Public Works Standards Manual.

2. Street designations shall be assigned pursuant to the following chart.

<table>
<thead>
<tr>
<th>Name</th>
<th>Section of County</th>
<th>Direction</th>
<th>Length (ft)</th>
<th>Road Classification</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenue</td>
<td>N</td>
<td>N-S</td>
<td>Over-1000'</td>
<td>Normal or Grid</td>
<td>—</td>
</tr>
<tr>
<td>Boulevard</td>
<td>N</td>
<td>E-W</td>
<td>Over-1000'</td>
<td>Minor Major</td>
<td>Route Divided Limited Use</td>
</tr>
<tr>
<td>Circle</td>
<td>N, S</td>
<td>Undefined</td>
<td>Any Length</td>
<td>—</td>
<td>Has more than one access to a single roadway</td>
</tr>
<tr>
<td>Court</td>
<td>N</td>
<td>E-W</td>
<td>500'-1000'</td>
<td>Between Grids</td>
<td>—</td>
</tr>
<tr>
<td>Cove</td>
<td>N</td>
<td>E-W</td>
<td>500'-1000'</td>
<td>Minor</td>
<td>Cul-de-Sac</td>
</tr>
<tr>
<td>Crossing</td>
<td>N</td>
<td>N-S</td>
<td>0'-500'</td>
<td>Minor</td>
<td>—</td>
</tr>
<tr>
<td>Drive</td>
<td>N</td>
<td>N-S</td>
<td>500'-1000'</td>
<td>Normal between Grids</td>
<td>—</td>
</tr>
<tr>
<td>Glen</td>
<td>N</td>
<td>E-W</td>
<td>0'-500'</td>
<td>Minor</td>
<td>Cul-de-Sac</td>
</tr>
<tr>
<td>Lane</td>
<td>N</td>
<td>E-W</td>
<td>0'-500'</td>
<td>Minor</td>
<td>—</td>
</tr>
<tr>
<td>Parkway</td>
<td>N</td>
<td>N-S</td>
<td>Over-1000'</td>
<td>Major</td>
<td>Route Divided Limited Use</td>
</tr>
<tr>
<td>Place</td>
<td>N</td>
<td>N-S</td>
<td>0'-500'</td>
<td>Minor</td>
<td>Cul-de-Sac</td>
</tr>
<tr>
<td>Pike</td>
<td>N</td>
<td>N-S</td>
<td>0'-500'</td>
<td>Minor</td>
<td>—</td>
</tr>
<tr>
<td>Road</td>
<td>N, S</td>
<td>N/S/E-W</td>
<td>Over-1000'</td>
<td>Rural</td>
<td>Cul-de-Sac</td>
</tr>
<tr>
<td>Run</td>
<td>N</td>
<td>E-W</td>
<td>0'-500'</td>
<td>Minor</td>
<td>Cul-de-Sac</td>
</tr>
<tr>
<td>Street</td>
<td>N</td>
<td>E-W</td>
<td>Over-1000'</td>
<td>Normal or Grid</td>
<td>—</td>
</tr>
</tbody>
</table>

[08/18 DRAFT] Page 10 - 10
3. The terms "Way" or "Trail" shall be reserved for streets without a predominant East-West or North-South direction, and for streets that meander without a clear direction.

4. The term "Road" shall be reserved for rural road-ways in either and East-West or North-South direction.

5. Circle streets, e.g., streets which have more than one access off the same street shall be designated as "Circle" or "Loop", and shall be applied as follows:
   - North County:
     A "Circle" which begins and ends on a North-South road shall be designated "Street Circle."
     A "Circle" which begins and ends on an East-West road shall be designated "Avenue Circle."
   - South County:
     A "Circle" which begins and ends on an East-West road shall be designated "Street Circle."
     A "Circle" which begins and ends on a North-South road shall be designated "Avenue Circle."

6. A street which changes direction shall be handled as follows:
   a. A dead end street which may change direction shall be numbered or named in accordance with the predominant direction it travels and the cross street it intersects.
   b. A connecting street which has a predominant direction of travel shall be numbered or named in accordance with that direction even though portions of the street vary in direction.

E. Assigning Street Numbers and Names.
   1. Numbers. Streets shall be assigned numbers in accordance with the approved County Grid System unless a street numbering waiver is requested and approved.
   2. Names. Streets may be assigned names at the request of the owner/developer where the street is designated in such a curvilinear fashion that it would be difficult to number due to its various directional changes or within subdivisions or planned developments upon the recommendation of the local Fire District, Public Safety, Environmental Management, and Building and Development Services Departments and approval by the Board of County Commissioners. The street numbering waiver request shall be reviewed by the local fire district, Public Safety, Manatee County Transportation, and approved administratively by the Department Director at the Preliminary Plat stage. No names shall be assigned or approved which duplicate existing street names either actually or phonetically.
   3. Dual Designations. Dual designations (e.g. Cortez Rd/44th Ave E) shall be prohibited.

F. Street Markers. Street markers shall be required for all private and public streets.

G. Commemorative Naming of Street. Streets under the jurisdiction and control of the Board of County Commissioners of Manatee County may be named in honor of distinguished individuals or organizations in accordance with the following procedures:
   1. The naming of public streets in honor of individuals or organizations shall be by resolution adopted at a public hearing after publication of notice in the manner required by law for the adoption of county ordinances under Section 125.66(2)(a) F.S.
   2. Eligibility requirements for individuals and organizations will be based upon demonstrated integrity, contribution to the community, patriotism and such other criteria as may from time to time be established by the Board.
3. Prior to the public hearing, the County Administrator or designee shall develop a fiscal impact statement and the County Attorney shall review any legal considerations.

4. With respect to the naming of the streets, all applicable requirements of law and the following requirements shall be met:
   a. A petition containing the names and notarized signatures of at least two-thirds (2/3) of the property owners directly affected by the proposed action must be submitted to the Board;
   b. The public hearing shall be continued for at least a period of six (6) days prior to adoption of the resolution to ensure an opportunity for full participation by all segments of the community; and
   c. Streets already named in honor of an individual or organization shall not be considered for renaming.

H. Structure Number Assignments

1. Structure number assignments shall be based on an odd/even system for opposite sides of the street. When a single assignment is being made in a developed area, the existing and most prominent system shall be used for the assignments even though it may conflict with the following systems:
   a. North County (North of the Manatee River):
      i. Even Numbers: North and East sides
      ii. Odd Numbers: South and West sides
   b. South County (South of the Manatee River):
      i. Even Numbers: South and West sides
      ii. Odd Numbers: North and East sides

2. General Assignments.
   a. Where multiple separate principal structures exist on a single frontage, they shall have the same number, with the rear structures designated in letter form beginning with “A,” each structure must have its own distinct address number. Fractions, (1/2), alpha-numeric, or the words “Front” or “Rear” are not permitted.
   b. Where land is not subdivided, the numbers shall be assigned from 1 to 99 (6919, 6950, 6990), depending where the structure is approximately located within the grid based on the location of the structure within the grid.
   c. Structures shall be assigned a number based on the grid on which the predominant portion of its street frontage is located.
   d. Structures located on a corner lot shall be assigned a number based on the frontage orientation of the structures, as determined by the Planning Department Director.
   e. Prior to the issuance of a Certificate of Occupancy or Completion, the structure for the principal use shall have its assigned structure address number clearly posted on the structure in contrasting numbers and background, or in the case of a structure which is not visible from the road or is set back from the road more than 100 feet, the numbers shall be placed on a sign or mailbox near the driveway entrance and shall be clearly visible from the road. In addition to the number being posted at the driveway entrance, it shall also be placed on the structure. Numbers 3” in height (minimum) for residences and 6” in height (minimum) for businesses shall be used. Address numbers shall conform to height requirements as follows:
      i. Residential Structures – 4”
      ii. Commercial Structures
         • 6” – At a distance of 0 – 300 Feet, measured from the center of the roadway or access aisle
         • 8” – At a distance of 301 Feet or more.
   e. Street circles and Avenue Circles shall be numbered consecutively with the numbers beginning at the lowest number cross street end and proceeding upwards.
3. Platted Subdivision and Mobile Home Park Assignment.
   a. Lots within a platted subdivision or mobile home park shall be assigned numbers by the County at the time of
      submittal and prior to final plat approval by the Board and its recording.
   b. The Address numbers shall be assigned in the sequence of 2 or 4 digits (1010, 1014, 1018, 1022) depending on
      the lot size. At the grid line the numbers shall jump accordingly to the next grid sequence. Where a Drive, Terrace,
      Plaza or Court, Boulevard, or Way exists in close proximity to each other, the number sequence shall be assigned
      so that each street does not begin with the same structure number (6401, 6403, 6405).

   a. Multi-family residential and commercial units (rental or ownership) which have all individual ground floor
      unit entrances shall have individual addresses (numbers) unless existing grid constraints prevent such
      method of assignment.
   b. All other multi-family residential and commercial units shall have building numbers and individual
      apartment or unit designations (A, B, or 101, 201, etc.). Examples of this type include:
      i. High-rise buildings with multiple units, common entrance and corridors.
      ii. One or two-story buildings where units are entered from common entryways or corridors.
   c. Whenever possible, the same system of building/unit addressing shall be applied within a definable
      project even if the type of unit design might dictate a change of addressing methods.

5. Recreational Vehicle Parks. Recreational Vehicle Parks shall be assigned one address for the park as a
   whole. This address is generally either the number of the main entrance or the clubhouse/recreation center.
   Individual lots/parcels will have their own designations as determined by the developer/property owner and as
   approved by the Department Director. Accessory uses such as a clubhouse, restaurant, café, etc. will be addressed
   separately.

6. Lodging Places: Boatel. Boatels shall be assigned one address for each structure housing the individual
   rental spaces. Each individual rental space will have their own designation, as determined by the
   developer/property owner and as approved by the Department Director. Accessory uses such as a clubhouse,
   restaurant, café, etc. will be addressed separately.

I. Street Designation Waiver. A street name waiver may be granted by the Board at the preliminary plat/plan
   stage. Such street waiver shall be based on the curvilinear nature of street(s) where the assignment of street
   numbers will result in difficulty in the delivery of postal and emergency services. The local fire district having
   jurisdiction, Public Safety, Environmental Management, and the Building and Development Services Department
   shall review all street waiver request and forward to the Board of County Commissioners a recommendation to
   approve or deny the waiver request. No street waiver request shall be approved by the Board unless finding of
   fact that emergency service response will not be compromised by the granting of said waiver is made by the
   Board.

J.I. System Implementation.
1. A fee will be assessed for each new address assigned. Addresses assigned as part of an area wide
   readdressing program are not subject to said fee unless so authorized by the Board.
2. The cost of furnishing and installing all required signage shall be borne by the applicant requiring
   development approval.
3. All assigned structure numbers shall remain affixed to the respective structure and maintained by the property
   owner.
4. Temporary street designation signs shall be erected at the time when Building Permits are issued, in that
   portion of a development, at all points where permanent signs will be required. Complete visibility of street
   signs shall be maintained by the developer until the temporary signs are replaced by permanent signs.
5. All existing principal structure(s) shall post structure numbers meeting the requirements of this Code.
Section 1002 Visibility Triangle

1002.1. Applicability.
In order to provide a clear view of intersecting streets and travel lanes to the motorist, there shall be a triangular area of clear visibility. On every corner lot, at every driveway intersection with streets, and in parking areas, there shall be a visibility triangle clear of any structure, fence, obstruction planting, or parking, unless exempted by Section 1002.2, below. The Manatee County Public Works Standards Manual (Part 3 - Highway and Traffic Standards) contains the detailed specifications for the provision of visibility triangles.

A. Obstructions. Within that portion of a lot or parcel that lies within the clear visibility triangle, as defined in this Chapter and the Manatee County’s Public Works Standards Manual, nothing shall be erected, placed, planted, or allowed to grow in such a manner as to materially obstruct vision between a height of two and one-half (2 ½) feet to eight (8) feet above the average grade at the centerline of the right-of-way, provided, however, that in case of a conflict, Subsection A, above, shall prevail over this requirement.

B. Retaining Walls. The requirements of this section shall not be deemed to prohibit any necessary retaining wall.

C. Trees. Trees may be permitted in the triangle area if the foliage is pruned within the heights noted in Subsection A.

D. Signs. Streetlights and street name signposts may be permitted if illuminating fixtures or nameplates are not located within the prescribed clear space.

1002.2. Exemptions.
The following items are exempt from the visibility triangle requirement.

A. Existing Trees. The trunk of an existing, established tree. However, the branches or foliage shall meet the vision clearance area required in Subsection 1002.1.A.

B. Posts. A single post or column or similar structure other than signs or sign structures, which is no greater than twelve (12) inches in cross section or diameter.

C. Fences. Non-opaque fences such as chain link.

D. Government Signs and Devices. Fire hydrants, public utility poles, street markers, governmental signs, traffic control devices, public bus benches and U.S Postal Service authorized mailboxes are exempt from these requirements. The exemption of governmental signs from the visibility triangle requirement is based upon the function served by governmental signs. However, an engineering study must demonstrate that the signs will meet visibility requirements.

E. Lots. In RSMH, zones, driveway visibility triangles to individual lots are not required.

F. Other. Telephone booths, parking areas, bicycle racks, signs and like structures are not exempted from the visibility triangle requirements.

1002.3. Responsibility.
It shall be the responsibility of the property owner to maintain the visibility triangle horizontal and vertical clearances at all times.

1002.4. Safety Hazards within the Visibility Triangle.
Any safety hazard violation of the visibility triangle shall be subject to immediate removal, without prior notification to violator, by the Department Director, at the expense of the property owner.

Section 1003 Transit Standards

1003.1. Purpose and Intent.
These regulations are established to implement the Comprehensive Plan which, in part, requires the development of a cost effective and efficient transit system.
1003.2. Applicability.

No application for a development permit requiring administrative or special permits, preliminary Final Site plans, or preliminary or final plat approval shall be approved until the requirements of this section are met.

The applicant shall indicate on a site plan accompanying the submission to appropriate agencies, the existing bus routes as they relate to the project site. The applicant shall coordinate with the Department Director regarding the advisability of incorporating transit facilities within or adjacent to the project site.

1003.3. Standards.

A. Transit Requirements. The applicant shall, where applicable, conform to all transit requirements of the Manatee County Public Works Standards, the applicable transit provider and the Federal Transit Administration (FTA).

B. Access and Stops. Internal transit access and transit stops shall be provided within non-residential projects of one hundred thousand (100,000) square feet of gross floor area or more, and for residential projects of one hundred (100) dwelling units or more.

C. Stop Locations. Transit access and stops shall be conveniently located and designed to serve the proposed project.

D. Site Plan. The transit access and stops locations shall be shown on the site development plan.

E. Internal Stops. All internal transit stops shall provide sheltered protection from the weather. Such stops shall be installed in conjunction with the Certificate of Occupancy for the qualifying non-residential projects and before issuance of a Certificate of Occupancy for the one hundred and first (101st) unit of a residential project.

F. Design of Stops. Internal transit stops and shelters shall be constructed in accordance with the transit provider and Manatee County Public Works Standards.

G. Exemption. The Department Director may waive this requirement if there are existing transit stops in close proximity to the proposed project, or where transit service is not proposed to be extended in the future.

Section 1004 Driveway Regulations.

1004.1. Purpose and Intent.

These regulations are established to provide for safe and efficient access to and from driveways intersecting any street, as well as for the safety and efficiency of pedestrian and vehicular movement, within any such rights-of-way.

1004.2. Access and Drainage Permit Required.

A. Access and Drainage Permit. No portion of a driveway which extends from the property line outwards toward the edge of the abutting roadway pavement shall be constructed, improved, or enlarged without an access and drainage permit issued by the Department Director in accordance with this Section. For the purpose of this Section, a driveway shall include, in addition to the actual driveway, a sidewalk, culvert, drainage or stormwater structure, swale, driveway apron, roadway shoulder or handicap ramp within the rights-of-way, and any construction within the visibility triangle and right-of-way. A permit is not required for regular driveway maintenance.

B. Pre-requisite for Building Permit. Where an access and drainage permit is required, no building permit shall be issued for a structure on a lot until an access and drainage permit has been issued.

C. Application Submittal. Applicants for an access and drainage permit shall submit a written application in a form as deemed necessary by the Public Works Department Director and a site development plan. The plan which accompanies the application shall include:

1. The location, size, and alignment of the proposed driveway, the curb and/or gutter line, sidewalks, any official rights-of-way line of the intersected street, approximate distances and location of all existing driveways of all adjoining lots along the same street line within one hundred (100) feet. In the case of a corner lot, the plan shall show the location of the driveway for the adjoining lots of both streets.

2. The location and dimensions of all existing and proposed parking areas on the lot within fifty (50) feet of the
proposed curb cut. The location of trees adjacent to the proposed curb cut, structures including free standing
signs, storm drains, and any fencing near the curb cut.

3. The location of each visibility triangle shall be shown on the plan.

D. Approval. The Department Director shall review the application and shall approve, approve with stated
conditions, or deny the application, stating in writing the reasons for any denial.

E. Appeal Process. All appeals of the driveway access standards in this section shall be in accordance with
Chapter 3.

F. Driveway Standards. No permit shall be issued except in conformance with the following requirements; provided,
however, the Department Director may increase the distance between driveways to the extent necessary to
assure safe and efficient ingress and egress to a lot, based on existing roadway widths and Florida Department of
Transportation (FDOT) standards. Driveway standards are contained in the Manatee County Public Works
Standards Manual.

G. Construction Standards. Driveways shall be constructed in accordance with the Manatee County Public Works
Standards, but at a minimum, all driveways shall be constructed and maintained with a dustless surface,
approved by the Department Director, from the edge of the road's pavement to the right-of-way line.

H. Vehicular Use of Right-of-Way Shoulders Prohibited. Except for the approved driveway entrance and exits,
the area between the edge of a street, road or highway and the property line shall not be used for vehicle
maneuvering or parking.

I. Stacking Lanes, Local Frontage Roads. Where deemed necessary by the Department Director to prevent traffic
hazards or congestion, stacking lanes adequate to accommodate maximum queuing of vehicles turning into the
subject driveway shall be provided in accordance with the Manatee County Public Works Standards. A local
frontage road may be required in lieu of any necessary stacking lanes.

J. Measurement. Measurement of driveway width or spacing shall not include any necessary corner radii, for
turning movements.

K. Recorded Easements. No improvement shall create potential or actual impoundment of water on, or discharge
water onto, adjacent property in such a manner as to affect existing development or increase problems of future
development on adjacent property, unless the County has accepted recorded easements with the affected
adjoining properties affected. The improvements shall not divert on-site stormwater to the roadway.

Section 1005 Off-Street Parking

1005.1. Applicability.

A. New Development. All structures built or erected and all uses established after the effective date of this Code
shall provide off-street parking in accordance with the regulations of this Section (see Code of Ordinances for
vehicle storage requirements).

B. Building Expansions and Additions. When an existing structure or use is expanded in floor area, volume, or
capacity, and such expansion requires (or provides for) parking spaces in excess of ten (10) percent or ten (10)
spaces of the total pre-existing space, whichever is less, off-street parking shall be provided in accordance with
the requirements of this section.

1005.2. Use of Off-Street Parking Areas.

All off-street parking facilities shall be used solely for the parking of vehicles, excluding restricted vehicles type B, C,
and D, as defined under Chapter 2, Definitions, in operating condition by patrons, occupants or employees of the use
to which such parking is accessory. No motor vehicle repair work except emergency service shall be permitted in
association with any required off-street parking facilities.

1005.3. Number of Vehicular Parking Spaces Required.

A. Minimum Parking Requirements. The minimum required number of off-street parking spaces shall be in
accordance with Table 10 - 2, Parking Ratios. Handicap parking spaces shall be provided in accordance with F.S
§ 316.1955, the Americans with Disabilities Act and shall be counted as part of the total parking space

[08/18 DRAFT]
### Table 10-2: Parking Ratios

<table>
<thead>
<tr>
<th>Use</th>
<th>Spaces/Sq. Ft. or Unit of Measure</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Agricultural Uses:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agricultural Products Processing Plants</td>
<td>1/300 Gross Office Area</td>
<td>15</td>
</tr>
<tr>
<td>Agricultural Research Facilities</td>
<td>No Requirement</td>
<td>2</td>
</tr>
<tr>
<td>Agriculture</td>
<td>No Requirement</td>
<td></td>
</tr>
<tr>
<td>Animal Rehabilitation Center</td>
<td>1/250 Gross Office Area</td>
<td>2</td>
</tr>
<tr>
<td>Animal Shelter</td>
<td>1/400 Gross Office Area</td>
<td></td>
</tr>
<tr>
<td>Breeding Facility (non-wild, non-exotic)</td>
<td>1/400 Gross Office Area</td>
<td>2</td>
</tr>
<tr>
<td>Stockyards and Feedlots</td>
<td>1/250 Gross Office Area + 1/1000 GFA Remaining Area</td>
<td>1+8</td>
</tr>
<tr>
<td>Farms</td>
<td>No Requirement</td>
<td></td>
</tr>
<tr>
<td>Farm Equipment and Supply Establishments</td>
<td>1/500 Gross Retail Sales Area</td>
<td>2</td>
</tr>
<tr>
<td>Farm Worker Housing</td>
<td>1/Dwelling Unit</td>
<td></td>
</tr>
<tr>
<td>Farming Service Establishments</td>
<td>1/400 GFA</td>
<td>11</td>
</tr>
<tr>
<td>Kennels</td>
<td>1/500 GFA</td>
<td>2</td>
</tr>
<tr>
<td>Mobile Home in Add. to Residence</td>
<td>2/Mobile Home</td>
<td></td>
</tr>
<tr>
<td>Ranches</td>
<td>No Requirement</td>
<td></td>
</tr>
<tr>
<td>Sawmills</td>
<td>1/300 Gross Office Area + 1/2000 GFA</td>
<td>11</td>
</tr>
<tr>
<td>Short Term Agricultural Uses</td>
<td>No Requirement</td>
<td></td>
</tr>
<tr>
<td>Slaughterhouses</td>
<td></td>
<td>8</td>
</tr>
<tr>
<td>Stables or Equestrian Centers (public or private):</td>
<td>No Requirement</td>
<td></td>
</tr>
<tr>
<td>Veterinary Hospitals</td>
<td>1/400 GFA</td>
<td>2</td>
</tr>
<tr>
<td><strong>Commercial Uses:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auction House (Open, Enclosed, Auto)</td>
<td>1/2 seats, or 1/250 GFA, whichever is greater</td>
<td></td>
</tr>
<tr>
<td>Building Material Establishment</td>
<td>1/500 GFA</td>
<td>11</td>
</tr>
<tr>
<td>Alcoholic Beverage Establishment</td>
<td>1/80 GFA or 1/2 seats, whichever is greater</td>
<td></td>
</tr>
<tr>
<td>Restaurants:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drive-in/Drive-Through (No Seats)</td>
<td>1/150 GFA</td>
<td>5</td>
</tr>
<tr>
<td>Sit Down/Walk in</td>
<td>1/80 GFA or 1/2 seats, whichever is greater</td>
<td></td>
</tr>
<tr>
<td>Furniture and Carpet Store</td>
<td>1/500 GFA</td>
<td></td>
</tr>
<tr>
<td>Gas Pumps</td>
<td>1/Two Pumps</td>
<td>4</td>
</tr>
<tr>
<td>Grocery Store and Convenience Store</td>
<td>1/200 GFA</td>
<td>10+16</td>
</tr>
<tr>
<td>MH/RV Sales/Rental/Leasing</td>
<td>1/600 Gross Sales Area</td>
<td>3</td>
</tr>
<tr>
<td>Motor Vehicle Sales/Rental/Leasing</td>
<td>1/500 Gross Sales Area + 1/4500 Open Sales Area</td>
<td>11+4</td>
</tr>
<tr>
<td>General Retail Sales Uses (including Community and Regional)</td>
<td>1/250 GFA for uses 50,000 GFA or less</td>
<td>2</td>
</tr>
<tr>
<td>General Retail Sales Uses (including Community and Regional)</td>
<td>1/500 for uses with more than 50,000 GFA</td>
<td></td>
</tr>
<tr>
<td>Retail Sales, Neighborhood Convenience Uses (excluding grocery and convenience stores, see above)</td>
<td>1/300 GFA</td>
<td>16</td>
</tr>
<tr>
<td>Medical Marijuana Treatment Center Dispensing Facility</td>
<td>1/300 GFA</td>
<td>16</td>
</tr>
<tr>
<td>Service Stations</td>
<td>3/Bay + 1/500 GFA</td>
<td>4</td>
</tr>
<tr>
<td>Shopping Center</td>
<td>1/250 GFA for first 400,000 Sq. Ft. and 1/300 GFA for second 400,000 Sq. Ft. and 1/400 GFA thereafter</td>
<td>6</td>
</tr>
<tr>
<td>Theatre (Free Standing)</td>
<td>1/3 Seats</td>
<td></td>
</tr>
<tr>
<td>Theatre (Within Shopping Center)</td>
<td>1/3 Seats for Sq. Ft. that exceeds 20% of Shopping Center GFA</td>
<td></td>
</tr>
<tr>
<td>Services</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Banking</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Use</td>
<td>Spaces/Sq. Ft. or Unit of Measure</td>
<td>Notes</td>
</tr>
<tr>
<td>------------------------------------</td>
<td>-----------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>Automatic Teller</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Bank</td>
<td>1/300 GFA</td>
<td>18</td>
</tr>
<tr>
<td>Bank/Drive-Through</td>
<td>1/300 GFA</td>
<td>5</td>
</tr>
<tr>
<td>Business Services</td>
<td></td>
<td>8</td>
</tr>
<tr>
<td>Health Services:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Professional Office</td>
<td>1/400 GFA</td>
<td>18</td>
</tr>
<tr>
<td>Clinic</td>
<td>1/250 Gross Office Area</td>
<td></td>
</tr>
<tr>
<td>Veterinary Clinic</td>
<td>1/400 Gross Office Area</td>
<td></td>
</tr>
<tr>
<td>Hospitals</td>
<td>1.5/Patient Bed (No Maximum)</td>
<td>18</td>
</tr>
<tr>
<td>Medical and Dental Laboratories</td>
<td>1/250 GFA</td>
<td></td>
</tr>
<tr>
<td>Medical and Dental Office</td>
<td>1/250 GFA</td>
<td></td>
</tr>
<tr>
<td>Nursing Home</td>
<td>1/ Two Beds</td>
<td></td>
</tr>
<tr>
<td>Lodging Places:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bed and Breakfast</td>
<td>1/ Lodging Unit</td>
<td>6, 13, 18</td>
</tr>
<tr>
<td>Boatel</td>
<td>1/250 Gross office Area + 1/Lodging Unit + 1/5 Lodging Units for Guest Parking</td>
<td>18</td>
</tr>
<tr>
<td>Boarding House</td>
<td>1/ 1.5 Beds</td>
<td></td>
</tr>
<tr>
<td>Camps</td>
<td>1/2000 GFA</td>
<td></td>
</tr>
<tr>
<td>Dormitories</td>
<td>1/1.5 Beds</td>
<td></td>
</tr>
<tr>
<td>Hospital Guest House</td>
<td>1 / 1.5 Beds</td>
<td></td>
</tr>
<tr>
<td>Hotels/Motels</td>
<td>1/Lodging Unit + 1/ Ten Lodging Units</td>
<td>6, 18</td>
</tr>
<tr>
<td>RV Parks</td>
<td>1 Parking Pad Per RV Site</td>
<td></td>
</tr>
<tr>
<td>Miscellaneous Services:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td>1/400 Gross Office Area</td>
<td>11+18</td>
</tr>
<tr>
<td>Car Wash:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Self-Serve</td>
<td>4 Stacking Spaces/Wash Bay</td>
<td>2</td>
</tr>
<tr>
<td>Incidental</td>
<td>4 Stacking Spaces/Wash Bay</td>
<td>2</td>
</tr>
<tr>
<td>Full Service</td>
<td>10 Stacking Spaces/Wash Bay</td>
<td>2</td>
</tr>
<tr>
<td>Construction Service Establishments</td>
<td>1/300 GFA</td>
<td>11</td>
</tr>
<tr>
<td>Dry Cleaners (neighborhood, general and pick-up)</td>
<td>1/300 Gross Office Area</td>
<td>11</td>
</tr>
<tr>
<td>Exterminating and Pest Control</td>
<td>1/300 Gross Office Area</td>
<td>11</td>
</tr>
<tr>
<td>Food Catering</td>
<td>1/300 Gross Office Area</td>
<td>11</td>
</tr>
<tr>
<td>Funeral Chapel</td>
<td>1/ Three Seats in Main Assembly Area</td>
<td>11 Chapel</td>
</tr>
<tr>
<td>Funeral Home</td>
<td>1/Each Three Seats in Each Parlor</td>
<td>11</td>
</tr>
<tr>
<td>Lawn Care/Landscaping</td>
<td>1/300 in Gross Office Area</td>
<td>11</td>
</tr>
<tr>
<td>Personal Service Establishment</td>
<td>1/300 GFA</td>
<td>2</td>
</tr>
<tr>
<td>Rental Service Establishment</td>
<td>1/300 GFA</td>
<td>11</td>
</tr>
<tr>
<td>Repair Service Establishment</td>
<td>1/300 GFA</td>
<td>11</td>
</tr>
<tr>
<td>Sign Painting Service</td>
<td>1/300 GFA</td>
<td>11</td>
</tr>
<tr>
<td>Taxi-Cab, Limousine Service</td>
<td>1/500 GFA</td>
<td>11</td>
</tr>
<tr>
<td>Vehicle Repair:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neighborhood Serving</td>
<td>3/Bay + 1/500 Gross Sales Area</td>
<td>11</td>
</tr>
<tr>
<td>Community Serving</td>
<td>4/Bay + 1/500 Gross Sales Area</td>
<td>11</td>
</tr>
<tr>
<td>Major</td>
<td>4/Bay + 1/250 Gross Sales Area</td>
<td>11</td>
</tr>
<tr>
<td>Industrial:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industrial Service Establishment</td>
<td></td>
<td>8+11</td>
</tr>
<tr>
<td>Manufacturing:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heavy</td>
<td></td>
<td>8+11</td>
</tr>
<tr>
<td>Light</td>
<td></td>
<td>8+11+1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8</td>
</tr>
<tr>
<td>Use</td>
<td>Spaces/Sq. Ft. or Unit of Measure</td>
<td>Notes</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>----------------------------------</td>
<td>-------------</td>
</tr>
<tr>
<td><strong>Research and Development Activity</strong></td>
<td></td>
<td>8+11</td>
</tr>
<tr>
<td><strong>Community Service Uses:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Civic, Social and Fraternal Organizations/Clubs</td>
<td>1/3 Seats of 1/250 GFA, whichever is greater</td>
<td></td>
</tr>
<tr>
<td>Cultural Facilities</td>
<td>1/400 GFA, not less than 10 spaces</td>
<td></td>
</tr>
<tr>
<td>Correctional Facilities (Community &amp; Major)</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>Emergency Shelters</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>Rehabilitation Center</td>
<td>1/250 Gross Office Area</td>
<td></td>
</tr>
<tr>
<td>Post Offices</td>
<td>8+11</td>
<td></td>
</tr>
<tr>
<td>Public Community Use</td>
<td>1/300 GFA</td>
<td></td>
</tr>
<tr>
<td>Public Use Facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential Treatment Facilities</td>
<td>1/3 Residents + 1/Resident Staff Member + 1/Non-resident Staff Member</td>
<td></td>
</tr>
<tr>
<td>Resource Recovery Facilities</td>
<td>1/500 Gross Office Area</td>
<td>11</td>
</tr>
<tr>
<td>Utility Use (Heavy and Non-Heavy)</td>
<td>1/400 Gross Office Area</td>
<td>11</td>
</tr>
<tr>
<td><strong>Miscellaneous Uses:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flea Markets:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enclosed</td>
<td>2/Booth or 1/100 GFA</td>
<td></td>
</tr>
<tr>
<td>Open</td>
<td>2/Booth or 1/100 Gross Sales Area</td>
<td></td>
</tr>
<tr>
<td>Lumberyard</td>
<td>1/500 Open Sales/Display Area</td>
<td>11</td>
</tr>
<tr>
<td>Wholesale Trade Establishment</td>
<td>1/1,300 GFA</td>
<td>11</td>
</tr>
<tr>
<td>Waterfront Structures (Commercial)</td>
<td>1/ Two Boat Slips or Moorings</td>
<td></td>
</tr>
<tr>
<td>Water Dependent Uses</td>
<td></td>
<td>13</td>
</tr>
<tr>
<td><strong>Open Uses of Land—Light:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cemetery:</td>
<td>1/3 Seats in Assembly Area</td>
<td></td>
</tr>
<tr>
<td>Game Preserve and Outdoor Shooting Ranges</td>
<td>1/200 Gross Office Area</td>
<td></td>
</tr>
<tr>
<td>Land Preserves, Public or Private</td>
<td>1/1000 Gross Office Area</td>
<td></td>
</tr>
<tr>
<td>Tree Farm</td>
<td>1/300 Gross Office Area</td>
<td></td>
</tr>
<tr>
<td>Minor Earthmoving</td>
<td>No Requirement</td>
<td></td>
</tr>
<tr>
<td><strong>Open Uses of Land—Heavy:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Junkyards, landfills and mining</td>
<td>1/300 Gross Office Area</td>
<td>11</td>
</tr>
<tr>
<td>Major Earthmoving</td>
<td>No Requirement</td>
<td></td>
</tr>
<tr>
<td><strong>Recreation Uses:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passive Recreational Use</td>
<td></td>
<td>6+4+9</td>
</tr>
<tr>
<td>Swimming Pools</td>
<td>1/200 Square Feet of Pool Area</td>
<td>4</td>
</tr>
<tr>
<td>Low Intensity Recreational Use</td>
<td>1/3 Seats or 150 GFA Whichever is Greater</td>
<td>6+4+9</td>
</tr>
<tr>
<td>Tennis Courts</td>
<td>2 Spaces/Court</td>
<td>6+4</td>
</tr>
<tr>
<td>Golf Course</td>
<td>5/120</td>
<td>6</td>
</tr>
<tr>
<td>Golf Driving Range</td>
<td>1/100 Product Exposed, As Necessary, For Other Uses On-site</td>
<td></td>
</tr>
<tr>
<td>High and Medium Intensity Recreational Uses</td>
<td>1/3 Seats or 150 GFA Whichever is Greater</td>
<td>6</td>
</tr>
<tr>
<td>Bowling Alleys</td>
<td>4/Alley</td>
<td>6</td>
</tr>
<tr>
<td>Dancing Establishment</td>
<td>1/80 GFA or 1/2 Seats for Counter Bars, 24 Linear Inches Shall Count As One (1) Seat</td>
<td>6</td>
</tr>
<tr>
<td>Private Neighborhood Parks/Pool Facilities (Serving 100 Lots/Units or Less)</td>
<td>1 Space Minimum for Parks and 2 Space Minimum for Pools</td>
<td></td>
</tr>
<tr>
<td><strong>Residential Uses:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Family Care Homes</td>
<td>1/3 Residents + 1/Resident Staff</td>
<td></td>
</tr>
</tbody>
</table>
### Use | Spaces/Sq. Ft. or Unit of Measure | Notes
--- | --- | ---
Assisted Living Facility | 1/3 Residents + 1/Resident Staff |  
Residential Care Facilities | 1/3 Residents + 1/Resident Staff |  
Mobile Home Parks and Subdivisions | 2/Mobile Home | 17  
Multiple Family Dwellings | 2/Dwelling Unit, plus 1 Space Per 10 Units for Guest Parking |  
Single Family Dwellings (attached and detached) | 2/Dwelling Unit |  
Recreational Vehicle Parks | 1 Parking Pad per / RV Site | 17  
Temporary Living Facilities: |  
Temporary Mobile Home While Constructing | 2/Dwelling Unit (Spaces Provided for Home Under Construction May Serve as the 2 Required Spaces) |  
Duplex Dwellings | 2/Dwelling Unit |  
Individual Mobile Homes | 2/Mobile Home |  
**Residential Support Uses:** |  
Church or Other Place of Worship | 1/3 Seats in Principal Room of Worship |  
College/University (PDP/SP) | | 9  
Day Care Center, Large | 1/Ten Persons | 7+11  
Day Care Center, Small | 1/Ten Persons | 2+11  
Family Day Care Home | 1/Five Children | 9  
Schools | | 9  
**Transportation Facilities:** |  
Aircraft Landing Field | | 13  
Airport | | 13  
Bus or Train Terminal | | 13  
Bus, Truck or Train Maintenance Facility | | 13  
Hazardous Waste Transfer Facility | | 13  
Heliport & Helistop | | 13  
Intermodal Terminal | | 13  
Freight Terminals | | 13  
Motor Pool Facilities | | 13  
Railroad Switching/Classification Yard | | 13  
**Warehousing:** |  
Warehouse | 1/1000 GFA | 11  
Warehouse, Mini | 1/1000 Storage Units + 2.5 Spaces at Manager’s Office |  
GFA = Gross Floor Area  

**Table Notes:**

All references to employees shall be based on the maximum number of employees on the peak shift. Unless otherwise specifically indicated, all square footage shall be based on gross floor area measurement. The required amount of parking spaces shall be calculated by adding the “Spaces/Sq. Ft. or Unit of Measure” column and the “Note” column.

1. Or a minimum of one (1) space for each employee based on the peak shift, whichever is greater.
2. Or a minimum of four (4) spaces.
3. Enclosed floor area gross, plus one (1) space for each two thousand (2,000) square feet of open sales display lot area.
4. Minimum five (5) spaces if not accessory to another use. At service stations and gas pumps, such parking shall be adequate to serve both employees and those customers not obtaining gasoline products.
5. Four (4) stacking spaces per each drive-through lane, measured from the speaker board, exclusive of any on-site travel lanes. Five (5) stacking spaces, measured from the drive-thru teller position.
6. Restaurants, assembly rooms, theaters, and other similar intensive uses shall be calculated separately for each use for which the floor area exceeds twenty (20) percent of the shopping center gross floor area.

7. An on-site service drive.

8. Or one (1) space per two hundred fifty (400) square feet of gross office area, plus one (1) space per one thousand (1,000) square feet of the remaining gross floor area.

9. Based on a review by the Department Director of each proposal including such factors as the designed capacity of all assembly rooms and meeting areas. The availability of areas on-site that can be used for auxiliary parking in times of peak demand shall also be considered, but in no instance less than one (1) space per full-time employee, plus a sufficient number of spaces to accommodate the greatest anticipated number of people in attendance at the facility at any one time. An independent parking study may be required at the discretion of the Department Director to analyze the parking requirements. Said study shall be prepared by an engineer or architect, cost of which shall be borne by the applicant.

10. All grocery stores over twenty thousand (20,000) square feet shall provide an additional six (6) feet in width for all drive aisles directly adjacent to the commercial buildings.

11. Plus one (1) space for each company vehicle.

12. Plus one (1) space/200 square feet of gross non-residential floor area.

13. One (1) space per employee, plus one (1) space for each vehicle used in connection with the facility, plus sufficient space to accommodate the largest number of vehicles that may be expected at any one time. An independent parking study may be required at the discretion of the Department Director to analyze the parking requirements. Said study shall be prepared by an engineer or architect, cost of which shall be borne by the applicant.

14. Plus one (1) space/1000 square feet for the first 10,000 square feet plus one (1) space/each additional 3,000 square feet.

15. One (1) space per one and one half (1.5) employees on major shifts, plus one (1) space per company vehicle, plus sufficient space to accommodate the largest number of visitors that may be expected at any one time, but with a minimum of one (1) space per 1,000 sq. ft. of gross floor area.

16. All freestanding buildings or shopping centers containing Retail Sales, Neighborhood Convenience uses or Medical Marijuana Treatment Center Dispensing Facilities shall provide a bicycle rack containing a minimum of 1 bicycle space per 1000 square feet GFA for the first 10,000 square feet and 1 per 10,000 square feet GFA thereafter.

17. In mobile home parks, subdivisions and recreational vehicle parks, required parking for associated clubhouses, activities buildings and other recreational facilities may include up to twenty-five (25) percent of the required parking for said facilities as golf cart parking spaces. An additional twenty-five (25) percent may have a dual car/cart designation. These spaces shall be a minimum of five (5) feet in width and ten (10) feet in depth. These spaces shall be paved, striped and marked "Golf Cart Parking Only" either on the pavement or with appropriate signage.

18. For parking facilities greater than one hundred (100) spaces, the number of parking spaces may be reduced by as much as fifteen (15) percent if the owner/tenant creates and implements an operational/permanent commuter assistance program for all employees. This plan shall be submitted to both the Sarasota Manatee Metropolitan Planning Organization (MPO) and the Building and Development Services Department Director prior to issuance of a certificate of occupancy for the project. The plan shall contain all proposed measures to reduce the need for parking for its employees, including carpooling, vanpooling, etc. A draft of the plan shall be submitted for review at the time of site development plan submittal. For hotels and motels, those that provide shuttle service to and from airports and other community facilities may be eligible to receive a reduction in parking requirements. In order to receive a reduction, the applicant must commit to providing shuttle service, in writing, at the time of site development plan approval. The project area saved by the reduction of parking spaces must be used and maintained for open space. The commuter assistance program plan shall be renewed every two (2) years by the owner/tenant and submitted to the Building and Development Services Department Director for review and approval. Without renewal of the plan, the owner/tenant shall file an off-street parking plan or revised final site plan within one (1) year of the expiration of the plan to provide the parking spaces credited to the commuter assistance program.
assistance plan.

B. Maximum Parking Permitted. In no case shall the total amount of parking provided exceed 1.1 times the total minimum required spaces, unless the Department Director determines, based on sound planning practices, that additional parking is justified.

C. Determination of Required Parking Spaces.

1. Employee/Person Measurement Basis. Parking spaces required on any employee/person basis in this Code shall be based on the estimated maximum number of employees/persons on duty or residing, or both, on the premises at any one time.

2. Multiple Uses on a Site. Where a given use or building contains a combination of uses, parking shall be provided on the basis of the sum of the required spaces for each use, or as provided in Section 1005.5 (Cooperative Parking Facilities).

3. Cases of Uncertainty. If there is uncertainty with respect to the amount of parking spaces required by the provisions of this Code, as a result of uncertainty as to the proposed use of a building or lot, the largest requirement for the general type or use that is involved, shall govern.

4. Requirements for Unlisted Uses. Where the required number of parking spaces is not set forth for a particular use and there is no similar general type of use listed, the Department Director shall determine the appropriate parking ratio.

5. Fractional Measurements. When the calculation of the total number of required off-street parking spaces results in a fractional space, any fraction up to and including 0.5 shall be disregarded and any fraction over 0.5 shall require a full off-street parking space.

6. Basis of Measurement. In hospitals, bassinets shall not count as beds. In stadiums, sports arenas, churches, and other places of public assembly in which occupants utilize benches, pews or other similar seating arrangements, each eighteen (18) linear inches of seating facilities shall be counted as one (1) seat for the purpose of computing off-street parking requirements.

D. Bicycle Parking.

1. All developments (except for single-family and duplex platted lots) requiring off-street parking shall provide parking for bicycles in accordance with the following standards:
   a. Multifamily development shall provide the equivalent of ten (10) percent of the required vehicular parking spaces.
   b. Nonresidential developments shall provide bicycle rack spaces as follows:

<table>
<thead>
<tr>
<th>Required Number of Automobile Parking Spaces</th>
<th>Minimum Number of Required Bicycle Rack Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-40</td>
<td>2</td>
</tr>
<tr>
<td>41-60</td>
<td>3</td>
</tr>
<tr>
<td>61-80</td>
<td>4</td>
</tr>
<tr>
<td>81-100</td>
<td>5</td>
</tr>
<tr>
<td>Over 100</td>
<td>5 plus 1 for each 20 automobile parking spaces over 100, provided that the maximum number of required bicycle spaces shall not exceed 20</td>
</tr>
</tbody>
</table>

2. Bicycle rack facilities shall meet the following standards:
   a. Shall be designed to allow each bicycle to be secured against theft.
   b. Shall be installed in a permanent manner to resist removal.
   c. Shall be installed to resist damage by rust, corrosion, or vandalism.
d. Shall accommodate a range of bicycle shapes and sizes and allow easy locking without interfering with adjacent bicycles.

e. Shall not interfere with pedestrian or vehicular movement.

1005.4. Reduction in Number of Required Parking Spaces.

Except as provided in Section 1005.7.C, Location of Vehicular Use Areas in required yards, all required off-street parking spaces and associated drive aisles and driveways shall be required on the lot on which it serves and shall not be encroached upon or reduced in any manner except as provided in this section. The following reductions in parking space count and dimensions are allowed, provided the reductions do not cumulatively exceed a total of ten (10) percent for a single use.

A. Reduction in Need. The number of required parking spaces may be reduced by the Department Director in an amount which is justified by a reduction in the size or change in the use to which such is appurtenant.

B. Replacement with Bicycle Space. Such designated vehicular parking spaces may be reduced by providing designated parking spaces for bicycles, motorbikes and/or motorcycles with signage; but in no event shall such a reduction be allowed on more than five (5) percent of the total number of required spaces, or when the total required parking required is less than twenty-five (25) spaces.

C. Preservation of Trees. The number of required parking spaces may be reduced by up to ten (10) percent where necessary to protect existing trees and/or existing natural plant communities, as defined in Section 700, Tree Protection.

D. Variations for Known Requirements. The number of required parking spaces may be increased or reduced by the Department Director when actual parking demand is demonstrated to be substantially different than those required in this chapter. The determination shall be based on a parking study provided by the property owner/agent.

E. Vehicle Use Areas in the Watershed Overlay Districts. Development within the WP-E and WP-M watershed overlay districts may reduce the number of required parking spaces by a maximum of twenty (20) percent, with sufficient justification provided by the applicant, as stated in section 1005.5.B.

1005.5. Cooperative Parking Facilities.

Cooperative parking arrangements may be allowed according to the following requirements:

A. Legal Arrangements. Required off-street parking spaces may be provided cooperatively for two (2) or more uses on the same site or on contiguous parcels similarly zoned, subject to a joint use parking and access agreement is recorded, and any additional legal requirements that will assure the permanent availability of such spaces, to the satisfaction of the Department Director and the County Attorney.

B. Amount. The minimum amount of parking spaces shall equal the sum of the amounts required for the separate uses per Table 10-32, adjusted based on the percentages listed in Table 10-4. The minimum number of spaces required shall be the greater amount resulting from the weekday and weekend calculations. However, in no event shall the number of parking spaces provided be less than fifty percent (50%) of the required spaces according to Table 10-32. Table 10-5 contains an example of cooperative parking within a mixed use development. It shows a reduction of 65 spaces by using the Cooperative Parking matrix to calculate required parking.

Table 10 - 4: Cooperative Parking Usage Percentages

<table>
<thead>
<tr>
<th>USE</th>
<th>WEEKDAY</th>
<th></th>
<th>WEEKEND</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Time Frame</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential/ Townhouse</td>
<td>1 am – 7 am</td>
<td>7 am – 6 pm</td>
<td>6 pm – 1 am</td>
</tr>
<tr>
<td></td>
<td>100%</td>
<td>60%</td>
<td>100%</td>
</tr>
<tr>
<td>Flex Space/ 24-7 reserved parking</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Community / Cultural Center</td>
<td>0%</td>
<td>100%</td>
<td>10%</td>
</tr>
<tr>
<td>Government use</td>
<td>0%</td>
<td>100%</td>
<td>10%</td>
</tr>
</tbody>
</table>

[08/18 DRAFT]
Day Care Facilities | 0% | 100% | 0% | 0% | 0% | 0%
Theater/Entertainment | 0% | 40% | 100% | 0% | 80% | 100%
Office | 5% | 100% | 5% | 0% | 15% | 0%
Hotel/Motel | 100% | 55% | 90% | 100% | 55% | 90%
Restaurant* | 20% | 70% | 100% | 30% | 75% | 100%
Commercial Retail | 0% | 100% | 80% | 0% | 100% | 60%

*not 24 hour

Table 10 - 5: Cooperative Parking Matrix Example

<table>
<thead>
<tr>
<th>USE</th>
<th>Units/SF (1,000)</th>
<th>Total Required per Use (Table 4-3)</th>
<th>Less Handicap*</th>
<th>Subtotal</th>
<th>1am – 7am</th>
<th>Spaces</th>
<th>7am – 6pm</th>
<th>Spaces</th>
<th>6pm – 1am</th>
<th>Spaces</th>
<th>1am – 7am</th>
<th>Spaces</th>
<th>7am – 6pm</th>
<th>Spaces</th>
<th>6pm – 1am</th>
<th>Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Bedroom Apt</td>
<td>52 104 5 99</td>
<td>100% 99 60% 59 100% 99</td>
<td>100% 99 75% 74 95% 94</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td>15 50 2 48</td>
<td>5% 2 100% 48 5% 2</td>
<td>0% 0 15% 7 0% 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td>10 40 2 38</td>
<td>0% 0 100% 38 80% 30</td>
<td>0% 0 100% 38 60% 23</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restaurant</td>
<td>7 70 3 67</td>
<td>20% 13 70% 47 100% 67</td>
<td>30% 20 75% 50 100% 67</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>264 12 252</td>
<td>- 115 - 192 - 199</td>
<td>- 119 - 170 - 184</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* No reductions allowed for handicap parking spaces

C. Cooperative Parking within the WP-E, WP-M Watershed Overlay Districts. Cooperative parking arrangements shall be encouraged within both the WP-E and WP-M overlay districts between similar adjacent uses, except where crossing a street will be necessary. An additional five (5) percent reduction in the number of required spaces may be allowed above the allowable ten (10) percent reduction, if a cooperative parking agreement is submitted and approved by the Department Director. The Department Director shall review the proposed design, adequacy of the proposed number of parking spaces, public safety, circulation and other traffic-related issues. The area not utilized for parking shall be used for open space.

1005.6. Location of Parking Spaces.

A. Location of Parking. All required parking facilities shall be located on the same lot as the structure or use to which they are accessory, or on an adjoining lot under the same ownership, and the parking use so stipulated as an easement in a recorded deed; and,

1. On land which has the same zoning classification as the land on which the structure or use to which they are accessory, or a zoning classification which allows such principal structure or use as a Permitted or Conditional Use; and,

2. On land in the same ownership as the structure or use to which they are accessory.

3. Notwithstanding paragraph A, The Department Director may allow an alternative location on land of the same ownership and zoning for off-street parking facilities provided that:

   a. The proposed arrangement will not cause any pedestrian or vehicular traffic hazards or congestion;
   b. The proposed location will not require pedestrian movement across any arterial or major collector street;
   c. The alternative location has the same zoning classification as the land on which the structure or use to which the parking is accessory, or a zoning classification which allows such principal structure or use as a permitted or conditional use;
   d. The alternative location includes no more than ten (10) percent of the required off-street parking;
e. All spaces are within three hundred (300) feet of the principal entrance of the use they are intended to serve; and

f. A recorded easement stipulates the parking arrangement.

4. This section does not preclude the use of or the development of on-street parking. The applicability, location, and utilization of on-street parking shall be determined by the Department Director on a case-by-case basis.

1005.7. Parking Lot Design.

A. Dimensional Requirements. All off-street parking areas shall comply with the Manatee County Public Works Standards, but in no event shall the required dimensions be less than those presented in Table 10-3 and Figure 10-34. Handicap parking spaces shall be designed and provided in accordance with F.S § 316.1955, the Americans with Disabilities Act.

Table 10 - 6: Parking Dimensional Standards

<table>
<thead>
<tr>
<th>Parking Angle (degrees)</th>
<th>Standard Stall Width (feet)</th>
<th>Stall Depth Perpendicular to Aisle (feet) ((B_1, B_2))</th>
<th>Curb Length Parallel to Aisle (feet) ((C))</th>
<th>Aisle Width One (1)-Way Traffic (feet) ((A))</th>
<th>Aisle Width Two (2)-Way Traffic (feet) ((A))</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>9</td>
<td>(\approx 12)</td>
<td>23</td>
<td>12</td>
<td>24</td>
</tr>
<tr>
<td>30</td>
<td>9</td>
<td>13.4/17.3</td>
<td>18</td>
<td>12</td>
<td>-</td>
</tr>
<tr>
<td>45</td>
<td>9</td>
<td>16.6/19.8</td>
<td>12.7</td>
<td>15</td>
<td>-</td>
</tr>
<tr>
<td>60</td>
<td>9</td>
<td>18.7/21.0</td>
<td>10.4</td>
<td>18</td>
<td>-</td>
</tr>
<tr>
<td>75</td>
<td>9</td>
<td>19.5/20.7</td>
<td>9.3</td>
<td>21</td>
<td>-</td>
</tr>
<tr>
<td>90</td>
<td>9</td>
<td>(\approx 19)</td>
<td>9.0</td>
<td>-</td>
<td>24</td>
</tr>
</tbody>
</table>
B. Compact Spaces. Compact spaces may be provided having a minimum width of eight-and-one-half (8.5) feet and containing not less than one hundred fifty-three (153) square feet for compact cars. Each compact car space shall be so identified by signage. For each compact car space, eighteen (18) square feet shall be provided in landscaped area in addition to that area required by the provisions of Section 701, Landscaping, with a proportional equivalent amount of trees and shrubs. No more than twenty-five (25) percent of required spaces shall be compact car spaces.

C. Location of Vehicular Use Areas.

1. Vehicle use areas, including parking spaces and drive-aisles that are located on the ground and are open to the sky, may be located in any required yard but not nearer to any lot line than eight (8) feet.

2. Parking structures and carports shall be subject to the applicable minimum zoning district yard requirements.

3. Parking spaces shall be so arranged that backing of a vehicle from a parking space into the driveway access or egress is avoided to the extent feasible.

4. No parking space or drive aisle shall be constructed closer than five (5) feet to any building unless it is completely under the building, an attached carport, an enclosed garage, or at a drive-thru service lane.

5. Parking spaces shall not be located in the following:
   a. In a drainage easement, unless allowed through an easement encroachment affidavit,
b. In front of dumpsters;
c. In pedestrian ways;
d. In fire lanes;
e. In a loading space;
f. In a turning radius for a loading space;
g. In a visibility triangle; or
h. In locations impeding proper traffic flow or maneuvering of other vehicles.

D. Circulation. Provisions shall be made for safe and convenient pedestrian and vehicular traffic movements within and adjacent to the site, with particular emphasis on parking layout, off-street loading and unloading and on the movement of people, goods and vehicles upon access roads and drive aisles within the site, between buildings or structures and between buildings and vehicles.

1. All off-street parking shall be provided with safe and convenient access to a street. Spaces shall be so arranged that no maneuvering directly incidental to entering or leaving a parking space shall be on any public or private street, alley, walkway, or landscaped area; and that all vehicles shall enter the street in forward manner. Vehicles must be able to enter, park and exit the property without difficulty. On non-residential properties, arrows, ground signs, building signs or painted lines on the ground to control the traffic flow may be required.

2. Backing onto a public or private travel lane is prohibited, except from single family dwellings and duplexes.

3. Drive aisles with angled parking on each side (30 degrees, 45 degrees, 60 degrees, 75 degrees) shall be limited to twenty (20) spaces without intersecting drive aisles.

4. There shall be a twelve (12) foot long and twenty (20) foot wide turning area beyond the last parking stall in any dead end drive aisle, to allow proper maneuvering of a vehicle backing out of the last parking stall.

E. Multiple Stacking of Spaces. Each space shall be so arranged that any automobile may be moved without moving another, except for valet parking, single-family and duplex dwellings.

F. Pedestrian Safety. All off-street parking facilities, including drive aisles, travel lanes, and driveways shall be so arranged as to minimize hazards to pedestrian movement in the immediate area or encroach upon fire lanes, walkways, and visibility triangles. Pedestrians must be protected from exiting a building into vehicular traffic in an emergency. The applicant shall provide a walkway or a protected area for this purpose with a minimum width of the doorway plus five (5) feet beyond the swing of the door. All exit discharges from buildings shall be protected by permanent means to insure pedestrian areas are protected from vehicular encroachment.

G. Pedestrian Safety Zones. Within parking areas over one hundred (100) spaces for commercial uses, paved pedestrian walkways at least six (6) feet in width shall be provided at two hundred (200) foot intervals. Such walkways may be interrupted by necessary drive aisles, but shall include adequate wheel chair ramps, if necessary. Wheel stops shall be so placed to prevent any portion of the vehicle to encroach upon the pedestrian safety zone.

H. Waste Storage Facilities Location. The siting for waste storage facilities and dumpster pads shall not encroach upon a parking space, pedestrian walkway landscaped area, fire lane, driveway entrance, rights-of-way, visibility triangle, or easement. The turning radii for the waste hauler at the waste storage facility or dumpster pad shall not encroach upon a parking space, pedestrian walkway, landscape area, driveway entrance, or rights-of-way.

1005.8. Modifications to Existing Parking Lots.
Whenever a parking lot or vehicular use area is the subject of any of the following modifications, an off-street parking plan shall be submitted for approval by the Department Director.

A. Alteration of circulation patterns on-site;
B. A change in driveway location;
C. Any increase or decrease in the number of parking spaces;
D. An increase in impervious surface of five hundred (500) square feet or more; or
E. A change in dumpster location.

The off-street parking plan shall accurately illustrate the required off-street parking spaces, access, dimensions, general layout, percentage of impervious surface, and drainage calculations. This plan shall conform to all applicable requirements of Chapter 8 and the Manatee County Public Works Standards. If a final site plan is required for the development, then the final site plan shall serve as the off-street parking plan.

Single family and duplex dwellings are exempt from this requirement.


Within any non-residential zoning district, parking of vehicles shall not interfere with access by the Fire District to the structure for fighting fires, to a fire hydrant or fire department sprinkler or standpipe connections, or other public safety related emergencies. Therefore, the Fire Marshal of the applicable fire district shall designate a reasonable area(s) leading to and adjacent to said structures and hydrants as fire lanes as follows:

A. The Fire Marshal shall notify, in writing, the owner of the property involved that a fire lane has been designated and the extent of the fire lane(s).
B. Not later than thirty (30) days after the receipt of notice in writing, the owner shall cause to be placed or erected, signs and markers along the designated fire lane which shall declare to all persons, the existence of the fire lane.
C. Fire lanes shall be required next to all buildings and fire protection devices in accordance with the Manatee County Public Works Standards and approved by the Fire Marshall.
D. No person shall park a vehicle in any fire lane designated as such pursuant to this Section, nor within fifteen (15) feet of any fire hydrant or fire department standpipe or sprinkler connection. No person shall at any time block access to the designated fire lane(s) or fire department standpipe or sprinkler connection. Any person violating the terms of this provision shall be deemed to have committed a traffic infraction
E. No owner of property where on a fire lane has been designated shall alter or remove the designated fire lanes, fire lane signs, or markers without prior written consent of the Fire Marshal.
F. These Sections shall be enforced in accordance with Chapter 1 and applicable laws. Provided, however, that no person shall be deemed to have violated the provisions of this section regarding the parking infraction, unless signs or markers were conspicuously posted designating the area in which the vehicle was parked as being a fire lane.

1005.10. Landscaping.

All off-street parking facilities shall comply with the landscaping requirements of Section 701, Landscaping. All interior portions of off-street parking facilities not utilized specifically as a parking space, maneuvering, fire lane, or other necessary vehicular use area shall not be paved, but shall be landscaped in accordance with Section 701, Landscaping.

1005.11. Construction and Maintenance.

All off-street parking facilities, including drive aisles, travel lanes, and driveways, except single-family residences in the "A" and "A-1" zoning districts shall be constructed and maintained in accordance with the Manatee County Public Works Standards.

The Department Director may approve the utilization of perforated type paver blocks or grassed parking areas for a portion of the required number of vehicular parking spaces for churches or other places of worship, for places of public assembly for meetings or other events, and for temporary uses, provided the following standards are met:

A. It is clear that such grassed surface and perforated type paver blocks can be adequately maintained due to the infrequency of use, and that
B. Adequate permanent traffic control means will be provided to direct vehicular flow and parking, and that
C. Paved parking will be provided for all weekday employees and visitors.

D. Each parking space within the grassed parking area shall be delineated with wheel stops, drive aisle pavement markings, vertical markers or some other means of delineating the spaces.

A. F. At least twenty (20) percent of the required parking for churches/places of worship shall be paved.

Section 1006 Off-Street Loading.

1006.1. Applicability.

All non-residential buildings built or erected and all uses established after the effective date of this Code shall provide accessory off-street loading space. When an existing structure or use is expanded in floor area, volume, or capacity, accessory off-street loading space shall be provided in accordance with this section for the area, or capacity of such expansion.

1006.2. Off-street Loading Plans Required.

Site plans submitted to the County for approval for any use or structure shall accurately designate the required off-street loading spaces, maneuvering areas, access, dimensions, clearance, and general layout.

1006.3. Use Limitations.

No motor vehicle repair work, gasoline or oil facilities, except emergency service, shall be permitted in association with any required off-street loading activity. There shall be no storage of material or equipment, display of merchandise, long term storage of containerized facilities in any loading dock area.

1006.4. Number of Loading Spaces Required.

Off-street loading spaces accessory to a use shall be provided in accordance with Table 10-4. If there is uncertainty with respect to the amount of loading spaces required by this Code, the maximum requirement for the general type of use allowed in that district shall govern and shall be determined by the Department Director. Where the required number of loading spaces is not set forth for a particular use in the following paragraphs, and where there is no similar general type of use listed, the Department Director shall determine the basis of the number of spaces to be provided.

Table 10 - 7: Loading Space Uses

<table>
<thead>
<tr>
<th>USE CATEGORY</th>
<th>FLOOR AREA IN SQUARE FEET</th>
<th>NUMBER OF SPACES REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail Sales and Service, Restaurants, or Similar Uses</td>
<td>1,000 – 20,000</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>20,001 – 40,000</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Each additional 20,000 square feet or fraction</td>
<td>1</td>
</tr>
<tr>
<td>Offices, Hotels, Boatels, Hospitals, Nursing Homes, Adult Congregate Living Facilities, or Similar Uses</td>
<td>30,000 – 100,000</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Each additional 100,000 square feet or fraction</td>
<td>1</td>
</tr>
<tr>
<td>Arenas, Auditoriums, Stadiums, Convention Centers, Exhibition Halls, Museums, or Similar Uses</td>
<td>10,000 – 50,000</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>50,001 – 100,000</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Over 100,000</td>
<td>4</td>
</tr>
<tr>
<td>Agricultural Processing, Lumberyard, Any Industrial Use and any Wholesale, Retail, and Nonresidential Storage Facility or Similar Uses</td>
<td>15,000 – 40,000</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>40,001 – 100,000</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>100,000 – 150,000</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Each additional 80,000 square feet or fractions</td>
<td>1</td>
</tr>
</tbody>
</table>

1006.5. Cooperative Loading Facilities.

Required off-street loading spaces may be provided cooperatively for two (2) or more uses, subject to an easement and arrangements that will assure the permanent availability of such spaces. Where a given use or building on the
same lot contains a combination of uses, as set forth in the following paragraphs, loading facilities shall be provided in such a manner as to encourage combined usage of facilities.

1006.6. Reduction in Required Loading Spaces.
Required off-street loading spaces shall not be encroached upon or reduced in any manner, except that the Department Director may approve a reduction based on a change in the size or nature of the use served.

1006.7. Location of Loading Facilities.
A. Required Loading Space. All required off-street loading spaces shall be located on the same lot as the use served; provided that the Department Director may waive such location requirement based on the nature of the use served.

B. Location. No loading space or berth shall be located within forty (40) feet of the nearest point of intersection of the edges of the travel way or the curbs of any two (2) streets. The surfaced portions of all loading areas, excluding driveways, shall observe a twenty (20) foot setback from all front lot lines, a ten (10) foot setback from all other lot lines, and visibility triangles.

1006.8. Loading Facility Design.
A. Required Dimensions. All off-street loading areas shall be designed in accordance with Manatee County Public Works Standards; but in no event shall the required dimensions be less than fifteen (15) feet wide, thirty-five (35) feet long, and fifteen (15) feet high, except that where one (1) such loading space has been provided, any additional loading space lying alongside, contiguous to, and not separated from such first loading space need not be wider than twelve (12) feet. All maneuvering areas shall have a minimum vertical clearance of fifteen (15) feet.

B. Maneuvering. The required off-street loading area shall not be used to accommodate the required maneuvering area of any off-street parking facilities.

C. Circulation. To the extent feasible, no loading area shall be so located as to interfere with the free circulation of pedestrian and vehicles in any off-street area.

D. Access. Each off-street loading space shall be provided with safe and convenient access to a street, without the necessity of crossing or entering any other required loading space.

E. Street Side Access. If a loading space is located contiguous to a street, the street side access of the loading space shall be provided only through driveway openings in the curb of such dimension, location and construction as may be approved by the Building and Development Services Department Director.

F. Marked Spaces. Loading spaces shall be painted with diagonal stripes and marked "Loading Only."

G. Leaving and Entering. Loading spaces shall be so arranged that no maneuvering, directly incidental to entering or leaving a loading space, shall be on any street, alley, walkway, fire lane, parking space, or landscaped area.

H. Pedestrian Safety. The exit discharge at the loading dock area shall be arranged as to minimize hazards to pedestrian movement in the immediate area.

I. Landscaping. All off-street loading areas shall comply with the provisions of screening and buffering outlined in Section 701, Landscaping as necessary to protect adjacent property and rights-of-way. Loading spaces, berths, associated maneuvering areas and driveways shall be arranged and designed so as to prevent damage to such screening measures.

1006.9. Construction.
All off-street loading areas including drive aisles and driveways shall be constructed and maintained with an all-weather dustless surface, in accordance with Manatee County Public Works Standards.