

ORDINANCE NO. 33-10

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA, AMENDING ARTICLE X, DIVISION 11, SECTIONS 27-1257 ENTITLED "GENERAL REQUIREMENTS" MODIFYING PARKING REQUIREMENTS; PROVIDING FOR THE AMENDMENT OF SECTION 27-1258 AND TABLE 1 OF THE TOWN CODE PERTAINING TO STANDARDS FOR OFF-STREET PARKING AND LOADING SPACES; PROVIDING FOR THE AMENDMENT OF SECTION 27-1260 ENTITLED "SHARED PARKING" TO MODIFY SHARED PARKING REQUIREMENTS; PROVIDING FOR THE AMENDMENT OF SECTION 27-1261 ENTITLED "OFF-SITE PARKING" TO PROVIDE CONSISTENCY WITH THE INFILL AND REDEVELOPMENT LAND DEVELOPMENT REGULATIONS; PROVIDING FOR THE AMENDMENT OF SECTION 27-1262 ENTITLED "REGULATIONS" TO MODIFY PAVING, DRAINAGE AND MAINTENANCE REQUIREMENTS AND CORRECT TABLES; PROVIDING FOR CODIFICATION; PROVIDING FOR SEVERABILITY; PROVIDING FOR THE REPEAL OF LAWS IN CONFLICT; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Town Council of the Town of Jupiter has adopted a comprehensive plan which has been determined by the State Land Planning Agency to be in compliance with Chapter 163, Part II, Florida Statutes; and

WHEREAS, pursuant to Section 163.3202(2), Florida Statutes, municipalities are required to adopt specific and detailed provisions regulating and controlling development to implement their adopted comprehensive plans; and,

WHEREAS, the Town Council of the Town of Jupiter, Florida, has previously enacted Land Development Regulations in Division 11 entitled "Off-street parking" which have been codified in the Town Code at Chapter 27, Article X, Division 11; and

WHEREAS, the Town Council of the Town of Jupiter, Florida, has previously enacted Land Development Regulations in Article XIII, Section 27-1825 pertaining to "Nonconforming buildings or structures"; and

WHEREAS, the Town Council has determined that the creation of land development regulations to encourage infill development, redevelopment, and the upgrading of previously developed properties would implement and be consistent with the Town's Comprehensive Plan; and

WHEREAS, the Jupiter Planning and Zoning Commission has reviewed the proposed amendments and has made its recommendation to the Town Council; and

WHEREAS, the Jupiter Town Council, after due notice and public hearings, has determined that the adoption of amendments to the Town's Land Development Regulations would further the public's health safety and general welfare.

NOW, THEREFORE, be it ordained by the Town Council of the Town of Jupiter, Florida that:

Section 1. Section 27-1257 of ARTICLE X, DIVISION 11 entitled "General requirements" is hereby amended as follows:

- (a) A certificate of occupancy shall not be approved for any structure or use until ~~required~~ off-street parking spaces have been ~~are~~ provided in accordance with the parking standards of ~~in~~ this section.
- (b) (1) ~~Any~~ change in the use of an existing structure or property ~~will not~~ shall only require an ~~increase~~ in the number of off-street parking or loading spaces, where there is ~~except as indicated below~~:
 - a. A proposed change of use that would ~~is estimated to~~ generate a parking demand that ~~exceeds~~ exceeds the existing number of parking spaces. ~~by 50 percent or more. shall be required to provide at a minimum, the number of parking spaces indicated in Table 1 in this section. Estimation of p~~ Parking demand shall be based on the parking standards provided in Table 1, or on a professional parking study for uses not listed in Table 1; or,
 - b. An expansion, alteration or improvement which ~~increases~~ increases the gross floor area of an existing structure, ~~and which increases the required number of parking spaces,~~ shall be required to provide, at a minimum, the number of parking spaces indicated in Table 1.
- (2) a. ~~Where in the event~~ a use or combination of uses ~~located~~ on a specific parcel of property ~~land~~ has ~~exhibits~~ a ~~continued~~ lack of ~~inadequate~~ parking, the Director of Planning and Zoning ~~Town Manager~~ may require the ~~owner of the use or the owner of the parcel to~~ preparation of e a parking demand study by the owner. The parking demand study shall be prepared according to commonly accepted professional practices, and shall propose ~~identify the reason or reasons which cause inadequate parking and suggest one or more alternatives to remedies for providing adequate~~ identify the reason or reasons which cause inadequate parking and suggest one or more alternatives to remedies for providing adequate ~~the~~ the ~~a~~ specific parking deficiency.
- b. For the purposes of this section, ~~"a continued lack of inadequate parking"~~ "a ~~continued~~ lack of ~~inadequate~~ parking" is defined as occurring when there is a demand in excess of existing parking spaces characterized by all or virtually all parking spaces being occupied during daily, peak parking demand periods ~~on a regular basis. In addition, the phrase "regular basis" shall be defined as two or more consecutive days in a seven-day period for at least four~~

consecutive weeks. A "lack of Inadequate parking" is characterized by such actions as parking in rights-of-way ~~or parking in~~ landscape medians or areas areas, illegal parking, parking in fire lanes, and patrons parking in lots associated with another use or structure.

(c) Each individual use in a development or structure with more than one use shall provide the number of required parking spaces indicated in Table 1. ~~The A reduction in required off-street parking may be met is available by the Town Council or the Director of Planning and Zoning approval of a shared parking agreement which meets by the Town Council, in accordance with the requirements for shared parking in this Article section.~~

Section 2. Section 27-1258 entitled "Standards for required off-street parking and loading spaces" is hereby amended as follows:

- (a) ~~The minimum, off-street parking standards for the zoning various uses categories allowed by the Town are provided in Table 1. The purpose of these These standards is are intended to minimize traffic congestion and facilitate vehicular safety by providing guidelines for the provision of off-street parking.~~
- (b) ~~Except as provided in Table 1 or by the approval of shared parking, When more than one land use has been developed on occupies the same structure or lot, the total number of required parking spaces required shall be calculated by adding the number of the sum of the required off-street parking spaces which is required for each land use which is permitted on the lot or within the structure as if provided separately.~~
- (c) ~~When the calculation of the number of required off-street parking spaces results in a fractional number, a fraction of one-half space or greater, this shall be counted as require one full parking space being required.~~
- (d) ~~When the calculation of parking spaces is based in whole or in part upon the number of lineal seats each 22 inches of the lineal length on a bench, pew or other lineal non-individual seating form shall be counted as nsidered to be one seat.~~
- (e) Loading space requirements.
 - (1) All Commercial and industrial uses shall provide the number of off-street loading spaces indicated in Table 2.
 - (2) All loading spaces shall be located so in such a manner that vehicles engaged in loading and unloading do activities will not encroach upon, or interfere with, or block the public use of streets or alleys.
 - (3) Required loading spaces shall be clearly marked, and shall not be utilized as storage for garbage or trash containers or any other items.
 - (4) All loading spaces shall have a ~~minimum~~ clear height of 13.5 feet.
- (f) Compact parking space requirements.
 - (1) For use in large or small scale planned unit development applications;
 - (2) Compact spaces shall be 17' deep and 9' wide;
 - (3) Allowance for administrative approval of up to 20% compact parking space based on the following criteria:
 - a. Spaces are encouraged to be located as close as possible to the front entrance;

- b. Signed or designated as compact spaces;
- c. Minimum of 20 required parking spaces.

- 1) Excess parking spaces. Excess parking spaces. Vehicular parking on a property that exceeds the amount required by this chapter by more than **five percent for properties with the following percentages** is termed excess parking: -
- (1) Properties with under 25 parking spaces that exceed the parking code by 20 percent;
 - (2) Properties with between 26 and 50 parking spaces that exceed the parking code by 15 percent;
 - (3) Properties with between 51 and 100 parking spaces that exceed the parking code by 10 percent;
 - (4) Properties with over 101 parking spaces that exceed the parking code by 5 percent;

Excess parking shall only be approved during the development review process if a waiver is granted by Town Council or by the Director of Planning and Zoning. The excess parking may be justified by providing the Town a parking demand study verifying the necessity for additional parking spaces or by providing the additional parking space as compact spaces (as part of a large or small scale planned unit development), as grass parking spaces, or by deferring the parking spaces.

- (g) Parking deferral.
- (1) To avoid requiring more parking spaces than actually are needed to serve a development, the Town Council may defer some of the off-street parking spaces requirements if the conditions and requirements of this section are satisfied.
 - (2) In order to allow partial deferral of parking spaces by the Town, one or more of the following items shall be met:
 - a) A parking study is provided to the Town that indicates that the need for parking is less than what is required by the Town Code.
 - b) Public transportation satisfies transportation demands for a portion of the users of the facility that corresponds to the amount of parking sought to be deferred.
 - c) The developer has established or will establish an alternative means of access to the use(s) on site that will justify the deferred construction of some of the parking spaces. Alternative programs that may be considered by the Town include, but are not limited to:
 - 1. 1. Private and public car pools and van pools;
 - 2. **Charging for parking;**
 - 3. 2. Subscription bus services;
 - 4. 3. Flexible work-hour scheduling in which workers are not in the office everyday;
 - 5. 4. Capital improvement for transit services;
 - 6. 5. Ride sharing; or
 - 7. 6. Establishment of a transportation coordinator position to implement car pool, van pool, and transit programs.
 - d) The percentage of parking spaces sought to be deferred corresponds to the percentage of residents, employees, and customers who regularly walk, use bicycles and other nonmotorized forms of transportation, or use mass transportation to come to the facility.

- (3) If the developer satisfies one or more of the criteria in subsection (2) of this section of the code, the Town may approve a deferred parking plan submitted by the developer.
- (4) A deferred parking plan shall;
 - a) Provide a direct link between the number of spaces being deferred and the reduced demand as noted above in subsection (2).
 - b) Be designed to contain sufficient space to meet the full parking requirements of the Town Code. The plan shall illustrate the layout for the full number of parking spaces, and shall designate which parking spaces are to be deferred.
 - c) Be designed so that the deferred parking spaces are not located in areas required for landscaping, buffer zones, or areas that would otherwise be unsuitable for parking spaces because of the physical characteristics of the land or other requirements of this Code.
 - d) Include a landscaping plan for the deferred parking area.
 - e) Include a written agreement with the Town that, a minimum of one year from the date of issuance of the certificate of occupancy, the deferred spaces will be converted to parking spaces that conform to this Code at the developer's expense should the Town determine, based upon a parking study, that the additional parking spaces are needed.
 - f) Include a written agreement that the developer will cover the expense of a parking study to determine the advisability of constructing the deferred parking spaces.
 - g) Be a restriction which shall run with the land.
- (5) When authorized by the Town upon a preliminary finding that the parking is inadequate, but not sooner than one year after the date of issuance of the certificate of occupancy for the development, the applicant/owner shall undertake a parking study to determine the need of providing the full parking requirement that was defer based on this section of the Town Code.
- (6) Based upon the parking study, the Town shall determine if the deferred spaces shall be converted to operable parking spaces by the developer or retained as deferred parking area.
- (7) The developer may at any time request that the Planning and Zoning Department approve a revised development plan to allow converting the deferred spaces to operable parking spaces.

Table 1: OFF-STREET PARKING REQUIREMENTS

KEY: EMP - EMPLOYEES (BASED ON THE SHIFT OF GREATEST EMPLOYMENT)

GFA - GROSS FLOOR AREA

SF - SQUARE FEET

Use Category	Minimum Parking Space Requirements
Agricultural accessory use	1 per employee - minimum of 5 <u>parking spaces</u>
Airport, landing strip and heliport	1 per tie-down - minimum of 5 <u>parking spaces</u>
Automobile repair facility	1 per 250 SF or GFA
Boat concession	2 per boat for rent

Boat ramp (for public use)	50 per ramp - 40 shall be 10 feet by 40 feet for vehicles with boat trailers
Bowling alley	2 per land + 1 per 250 SF of GFA for other recreational areas
Church or other place of worship	1 per 4 seats plus 1 per 1,000 SF of GFA for places of assembly
Club or other place of public assembly	Greater of 1 per 3 seats or 1 per 300 SF of GFA
Commercial, general	1 per 250 SF of GFA
Commercial, limited	1 per 250 SF of GFA
Community residential home (group home)	1 per 6 beds + 1 per 300 SF of GFA of office
Day care facility	5 + 1 per employee + 1 per drop-off area
Financial institution	1 per 250 SF of GFA + 1 per drive-in window
Funeral home, mausoleum and crematorium	1 per 250 SF of GFA of office + 1 per 2 seats
Gasoline station	1 per 250 SF of GFA + 2 per service bay
Hospital	1.5 per bed + 1 per staff doctor
Hotel, motel or bed and breakfast inn	1 per room + 1 per 5 rooms for employees + 1 per 85 SF of GFA for restaurant or meeting areas + 1 per 2 seats for lounge areas
Indoor recreation, except theaters and bowling alleys	1 per 4 seats or 1 per 200 SF of GFA
Industrial, general	1 per 500 SF of GFA
Industrial, limited	1 per 500 SF of GFA
Kennel or stable (commercial)	1 per 500 SF of GFA
Laundry (self-service)	1 per 250 SF of GFA
Licensed service provider facility	0.5 per bed + 1 per 250 GFA of office or common area.
Lounge	1 per 2 seats
Marine facility	1 per wet slip or berth + 1 per 3 dry storage bays
Museum, art gallery or similar use	1 per 250 SF of GFA
Nursing home or convalescent center	1 per 6 beds + 1 per 300 SF of GFA of office
Office -- Government --	1 per 250 SF of GFA
Office--Medical, dental and veterinarian	1 per 200 SF of GFA

Outdoor storage yard, primary	1 space per 250 SF of office and/or gatehouse, plus parking/driving lanes. Each parking/driving lane shall be a minimum of 24 feet wide when storage areas open onto one side of the lane only and a minimum of 34 feet when the storage areas open onto both sides of the lane.
Park (passive) or fishing camp	Parking study required
Research facility	<u>Range of 1 per 200 of GFA to 1 per 1,000 SF of GFA – based upon submittal of a parking demand study</u>
<u>Residential – Accessory in nonresidential or auxiliary dwelling unit residential</u>	<u>one parking space for a one bedroom or studio dwelling unit;</u> <u>1.5 parking space for two bedrooms;</u> <u>2 parking spaces for accessory residential with three bedrooms + 1 for each bedroom over 3 bedrooms.</u>
Residential--Multifamily	2 for the first 3 bedrooms + 1 for each bedroom over 3 bedrooms + guest parking of 2 per 10 units for the first 50 units + 1.5 per 10 units for all units over 50 units
Residential - Single-family and duplex (attached and detached)	2 for the first 3 bedrooms + 1 for each bedroom over 3 bedrooms
Restaurant or cafeteria - Except fast food	1 per 85 SF of GFA
Restaurant, fast food	1 per 100 SF of GFA
School--Elementary or junior high	1 per employee + 20 for visitors
School--Senior high (grades 9--12)	1 per 10 student stations + 1 per employee + 20 for visitors
School--Trade, vocational, college or university	1 per 2 student stations + 1 per employee + 1 per 4 seats in places of assembly + 20 for visitors
Self-service storage facilities (both types)	Minimum of 5 spaces or 1 space per 250 sq. ft. of GFA of office uses, whichever is greater plus 2 spaces for a manager's residential unit; plus
Multi-access	Parking/driving lanes shall be a minimum of 24 ft. wide when storage units open onto one side of the lane only and a minimum of 34 ft. when the storage units open onto both sides of the lane; or
Limited-access	Minimum of 5 additional spaces or 1 space per 100 storage units, whichever is greater, plus 2 12 ft. by 30 ft. loading spaces at the main entrance, plus one 12 ft. by 30 ft. loading space at each supplemental access point where loading and unloading may occur.
Shopping center, except theaters (<u>maximum of 5% of in-line restaurant</u>)	1 per 250 SF of GFA

Studio—Art, dance or music	1 per 300 SF of GFA
Studio--Radio or television broadcasting	1 per 400 SF of GFA
Swimming pool (public and private)	1 per 50 SF of pool area
Temporary use (enclosed)	Greater of 1 per 4 seats or 1 per 250 SF of GFA
Temporary use (open)	Greater of 10 per acre or 50
Theater, arena or auditorium	1 per 3 seats
Vehicle sales, rental and service	1 per 500 SF of GFA + 1 per 4,500 SF of outdoor display area + 2 per service bay
Warehouse	1 per 1,000 SF of GFA + 1 per 250 SF of GFA for office uses
<u>Water-oriented uses</u>	<u>Dive boats, sight seeing boats, water taxis, fishing boats = 1 per 2 seats plus one per employee</u> <u>Nonmotorized watercraft rentals = 1/2 per non-motorized vessel</u>

Table 2: MINIMUM LOADING SPACE REQUIREMENTS

Use	Gross Floor Area in Square Feet	Loading Spaces Required	
		12' x 30'	12' x 55'
Office	0—10,000	0	0
	10,001--99,999	1	0
	100,000--149,999	0	1
	150,000 or greater	0	2
Commercial or Industrial	0—1 5,000	0	0
	1 5,001--19,999	1	0
	20,000--49,999	0	1
	50,000--99,999	0	2
<u>Industrial</u>	0—1,000	0	0
	1,001--19,999	1	0
	20,000--49,999	0	1
	50,000--99,999	0	2
	100,000 or greater	0	3

Section 3. Section 27-1260 entitled “Shared parking” is hereby amended, as follows:

(a) *General requirements.*

- (1) This subsection is intended to allow for a reduction in the total number of required parking spaces when a property is occupied by two or more uses which typically do not generate peak parking demands at the same time.
 - (2) The approval of a shared parking agreement shall be in conjunction with a site plan approval, or as a modification to an existing site plan approval.
 - (3) All requests for shared parking shall be subject to the approval of ~~considered for approval by the Town Council after receiving and advisory recommendation from the Planning and Zoning Commission.~~
 - (4) Properties which require A minimum of 250 **or more** required parking spaces shall be the threshold before a proposed or existing development is eligible to apply for approval of shared parking to reduce the number of parking spaces required by this section. A large scale or small scale planned unit development with less than 250 proposed parking spaces may also utilize shared parking provided a shared parking study prepared by a licensed engineer or certified planner with expertise in parking demand and management has been submitted and approved by the Town. The hours of operation for nonresidential uses may be limited to ensure adequate parking is available.
- (b) *Calculation of shared parking requirements.* When any proposed or existing development is to be used for two or more distinguishable uses purposes, as listed in Table 4, the minimum total number of required parking spaces shall be determined by the following procedure:
- (1) Multiply the minimum parking requirement for each individual use, as provided in Table 1, by the appropriate percentage in Table 4 for each of the five designated time periods.
 - (2) Add the resulting sum for each of the five vertical columns in the table.
 - (3) The minimum requirement for shared parking is the highest sum among the five columns resulting from the calculation in paragraph (2) above.
- (c) *Limitations.*
- (1) ~~The approval of A shared parking agreement shall not be approved:~~
 - a. By the Town Council where it reduces by result in a reduction of more than 25 percent from the number of parking spaces that would be required for the uses on the property if the parking spaces were calculated based on Table 1 without shared parking.
 - b. By the Director of Planning and Zoning where it reduces by more than 15 percent for the uses on the property if the parking spaces were calculated based on Table 1 as part of a small scale planned unit development.
 - (2) Parking spaces which are reserved for use by specified individuals or classes of individuals shall not be counted toward meeting shared parking requirements. ~~This limitation does not include reserved parking for the handicapped spaces, which shall count toward meeting shared parking requirements.~~
 - (3) Off-site parking shall not be approved in conjunction with shared parking. This limitation is intended to maximize the amount of parking located directly adjacent to the use or facility it is intended to serve. Therefore, it is not considered appropriate to combine shared parking with off-site parking because shared parking allows a reduction in required parking. Off-site parking that exceeds the shared parking requirements for a facility or use may be allowed.
- (d) ~~*Additional landscaping required for shared parking.*~~
- (1) ~~A minimum of 50 percent of the vehicular use area that is reduced by the approval of shared parking shall be landscaped and maintained in accordance~~

~~with the Town's landscaping requirements. A percentage greater than 50 percent may be determined to be appropriate by the Town Council in conjunction with the required approval of a new or modified site plan with shared parking. The type and amount of additional landscaping required shall be in accordance with the Town's landscaping requirements, and shall be based on the size of the reduction in vehicular use area due to shared parking.~~

- ~~(2) The formula for calculating the amount of additional landscaping required for shared parking shall be based on the common standard that a vehicular use area, exclusive of internal landscaped areas, consists of approximately 350 square feet per parking space.~~
 - ~~(3) The following formula shall be used for determining the amount of additional landscaping required for shared parking:
— Three hundred fifty square feet multiplied by the difference in the standard and shared parking requirements, multiplied by 50 percent or a greater percentage as may be determined to be appropriate by the Town Council.
— This formula can also be written as follows:
 $350 \times (\text{standard parking} - \text{shared parking}) \times 50\%$~~
 - ~~(4) The additional landscaping required for shared parking may be paved and otherwise improved to provide parking space if approved by the Town Council as a modification to an existing site plan approval. This provision shall apply to the "additional" landscaped area only, and not to any landscaped area required by the Town's landscaping regulations.~~
- (e) *Shared parking agreement and covenant.* The owner ~~or owners of record~~ of a property who proposes to use ~~for which~~ shared parking to meet parking requirements is requested ~~shall be responsible for preparing~~ a written shared parking agreement between the owner or ~~owners~~ owners of other properties and the Town which specifies indicating the terms of under which the shared parking shall be used. The shared parking agreement shall be subject to the approval of ~~ed by~~ the Town Attorney before it is submitted to final approval is given by the Town Council for its consideration the utilization of any shared parking. The owner who has applied for shared parking shall be responsible for recording ~~or owners shall record~~ the shared parking agreement in the County's official records and providing copies with the recording information on them to all parties to the shared parking agreement.. At a minimum, Proof of recordation of the agreement shall be presented to the Director of Community Development Planning and Zoning by the date specified in the corresponding site plan approval. ~~t~~The agreement shall:
- (1) List the names and ownership interest of all parties to the agreement and contain the signature of those parties.
 - (2) Provide a survey and legal description of the property.
 - (3) Include a site plan showing the area of a shared parking.
 - (4) Describe the area of shared parking, reserve it for such use, and leave it unencumbered by any conditions which would interfere with that use.
 - (5) Agree and expressly declare the intent of the covenant to run with the land and bind all successors in interest to the covenant.
 - (6) Assure the continued availability of the parking spaces for joint use and provide assurances that all spaces may will be used able without charge to all participating users.
 - (7) Describe the obligations of each party, including the responsibility to develop additional landscaped areas for parking spaces if the need arises.
 - (8) Be made part of the site plan approval for the subject property.

(9) Describe the manner in which the agreement may be revised.

The shared parking agreement may also limit the hours of operation of any existing or future use or uses on the property so that the intent of limiting any potential overlap in peak parking demand is achieved.

(f) *Changes in uses or other conditions.* In order to maintain compliance with a ~~recorded~~ shared parking agreement, the owner ~~or owners of record~~ shall take the actions indicated below to address any change in the uses identified in the agreement which would cause an increase in peak parking demand, or to address a finding of any other related change in conditions by the Director of ~~Community Development~~ Planning and Zoning:

- (1) Submit new shared parking calculations and an application to officially amend the site plan approval for the property, as appropriate; or
- (2) Provide the required number of parking spaces for each use to negate the need for shared parking, and submit an application to officially amend the site plan approval for the property, as appropriate; and
- (3) Revise or nullify the shared parking agreement, as appropriate.

Until such action is taken, a certificate of occupancy shall not be approved for any proposed use on the property subject to the shared parking agreement which generates a parking demand, as determined by the Town's parking requirements, which exceeds that of the previous use identified in the shared parking agreement.

(g) *Other methodologies for the calculation of shared parking requirements.* In lieu of using Table 4, the minimum total number of required parking spaces may be determined using one of the following methodologies:

- (1) SHARED PARKING, Second Edition, Urban Land Institute, Washington D.C., ~~1983~~ 2005.
- (2) PARKING REQUIREMENTS FOR SHOPPING CENTERS; SUMMARY RECOMMENDATIONS AND RESEARCH STUDY REPORT, Second Edition, Urban Land Institute, Washington, D.C. ~~1982~~ 1999.

In using either one of these two methodologies, the minimum parking requirement for each individual use, as provided in Table 1, shall be utilized unless the recommended minimum parking requirement in the Urban Land Institute (ULI) methodology being utilized is greater than required in Table 1. If the ULI requirement is greater than Table 1, the ULI requirement shall be utilized.

The above methodologies shall require the submittal of a shared parking study for review and approval. Processing of the above may only be completed in association with a site plan approval outlining the proposed total number and location of parking. Applications for shared parking and site plan shall require consideration and review and approval by the Planning and Zoning Commission and Town Council.

Table 4: PERCENTAGE DEMAND FOR OFF-STREET PARKING BY TYPE OF USE AND TIME OF DAY FOR WEEKDAY AND WEEKEND TIME PERIODS

		Weekday		Weekend	
	Night	Day	Evening	Day	Evening

Uses	Midnight to 6:00 a.m.	9:00 a.m. to 4:00 p.m.	6:00 p.m. to Midnight	9:00 a.m. to 4:00 p.m.	6:00 p.m. to Midnight
Residential	100%	60%	90%	80%	90%
Office/industrial	5%	100%	10%	10%	5%
Commercial/retail	5%	70%	90%	100%	70%
Hotel	80%	55%	100%	50%	100%
Restaurant	10%	50%	100%	50%	100%
Entertainment/recreational (theaters, bowling alleys, etc.)	10%	40%	100%	70%	100%
All others	100%	100%	100%	100%	100%

SOURCE: Derived from Shared Parking, Urban Land Institute, Washington D.C., 1983, Exhibit 28, page 47.

Section 4. Section 27-1261 entitled "Off-site parking" is hereby amended, as follows:

(a) *General.*

- (1) Off-site parking is permitted ~~may be allowed~~ only in nonresidential zoning districts and only where ~~it would~~ is not be practical to provide the required ~~required~~ parking on-site.
- (2) The approval of off-site parking shall be in conjunction with a site plan approval, or as a modification to an existing site plan approval
- (3) All requests for off-site parking shall be subject to the approval of ~~considered for approval by~~ the Town Council, unless the request is after receiving an advisory recommendation from the Planning and Zoning Commission, except off-site parking ~~after receiving an advisory recommendation from the Planning and Zoning Commission, except off-site parking~~ pursuant to an administrative small scale planned development.
- (4) ~~The number of~~ parking spaces required for ~~use by~~ a church or other place of worship may be reduced by not more than 50 percent by the use of off-site parking. The off-site parking must be located within 300 feet of the church or place of worship.

(b) *Requirements for off-site parking.*

- (1) ~~The Town Council may allow~~ required parking to be provided off-site when it is ~~not practical, in the opinion of the Council,~~ found that it would not be practical to provide the parking on the subject property. Off-site parking may be allowed only within a radius of 300 feet of the subject site, provided that the proposed location of the off-site parking is zoned to permit such parking. Off-site parking within the public right-of-way is generally not permitted, but it may be permitted by the Town Council.
- (2) Off-site parking shall be provided for an unlimited period of time, as guaranteed by a perpetual covenant which is subject to the ~~that is approval of~~ by the Town Attorney and then recorded.
- (3) A paved sidewalk or other accessway access way ~~considered appropriate by the own Council shall be provided~~ available from the off-site parking to the property for which it is approved.
- (4) Signage that complies with the Town's sign regulations shall be provided to indicate the location of all off-site parking.
- (5) On-street parking directly abutting a lot may count toward the off-street parking requirement, if the following criteria are met:

- (a) A public benefit is provided by the applicant in exchange for the parking proposed. This public benefit may include but not **be** limited to planting and maintaining street trees and plantings, installation of street lights, or additional traffic calming ~~could be required~~;
- (b) One parking space credit shall be given for each full space abutting a lot. Where an on-street space abuts more than one lot, the parking space credit shall be given to the lot which abuts more than 50% of the on-street parking space. On-street parking located on the opposite side of the right-of-way, and within the property lines, as extended to the opposite side of the right-of-way, may be counted toward fulfilling the off-street parking requirement when a determination is made that the adjacent lot is open space or a common use parcel, and it does not warrant parking.
- (c) The restriction of the use of on-street parking spaces for an individual tenant is prohibited, unless approved by the Town Council.

Section 5. Section 27-1262 entitled "Regulations" is hereby amended, as follows:

(a)(4) *Paving, drainage and maintenance.*

- a. Parking lots, driveways, and vehicle use areas shall be constructed and maintained, including paving and drainage, in a manner consistent with the standards adopted by the Town. In addition, all parking areas shall be paved in accordance with the subdivision and land development ordinance of the Town. All parking lots, driveways, and vehicle use areas shall be maintained in a manner as to not create a hazard or nuisance.
- b. Grass parking.
 - 1. Up to 75 percent of the required parking for churches, funeral homes ~~may be grass and similar~~ or up to 25 percent for other facilities ~~may be grass when deemed appropriate by the Town Council or the Director of Planning and Zoning~~ may be grass, if approved by the Town Council following a recommendation from the Planning and Zoning Commission.
 - 2. Grass parking shall be provided in a manner acceptable to the Town Engineer.
 - 3. In the event grassed parking areas become deteriorated, as indicated by dead or dying grass, bare dirt or overgrown grass and weeds, the Town Manager may require the owner of the property to pave all or part of such areas. All grassed parking shall be installed, irrigated, and maintained in accordance with the provisions of the Town's landscaping requirements.

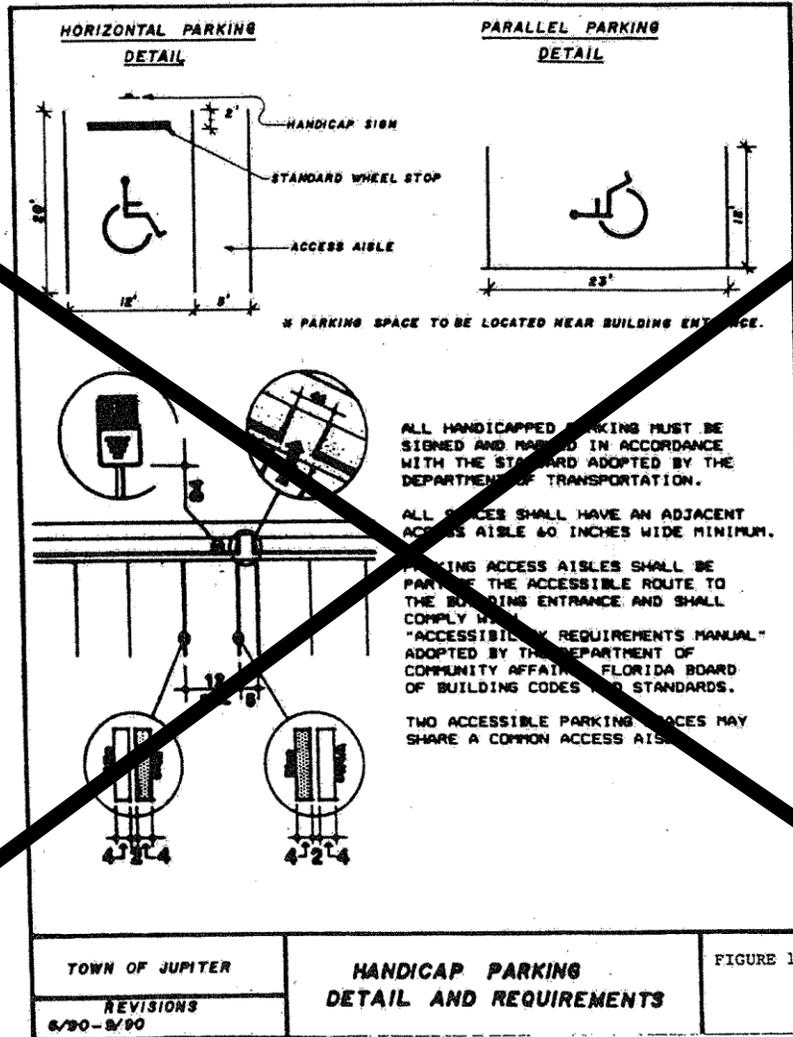
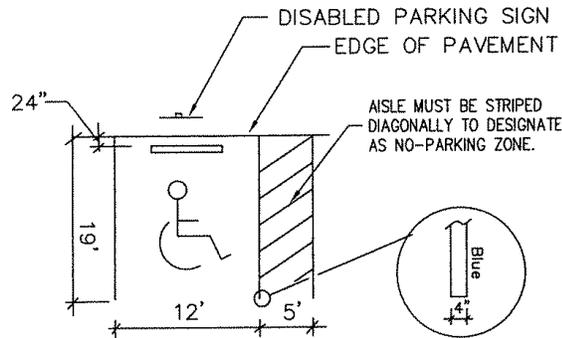
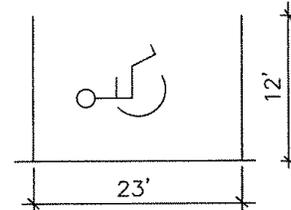


Figure 1



HORIZONTAL
PARKING DETAIL

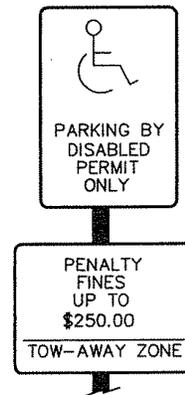


PARALLEL PARKING DETAIL

ACCESSIBLE PARKING SPACES
(REQUIRED MINIMUM)

TOTAL PARKING SPACES IN LOT	ACCESSIBLE SPACES
1 TO 25	1
26 TO 50	2
51 TO 75	3
76 TO 100	4
101 TO 150	5
151 TO 200	6
201 TO 300	7
301 TO 400	8
401 TO 500	9
501 TO 1,000	2% OF TOTAL
1,001 AND OVER	20**

** PLUS ONE SPACE FOR EACH 100 OVER 1,000.



SIGN REQUIREMENTS
PER FLORIDA STATE STATUTE

ALL DISABLED PARKING MUST BE SIGNED AND MARKED IN ACCORDANCE WITH THE STANDARDS ADOPTED BY FLORIDA STATUTES.

ALL SPACES SHALL HAVE AN ADJACENT ACCESS AISLE 60 INCHES WIDE MINIMUM. TWO DISABLED PARKING SPACES MAY SHARE A COMMON ACCESS AISLE.

CURB RAMPS MUST BE LOCATED OUTSIDE OF THE ACCESS AISLE AND PARKING SPACE.

ACCESS AISLES AND DISABLED PARKING SPACES MUST NOT EXCEED A SLOPE OF 1 TO 50 DEGREES IN ANY DIRECTION.



TOWN OF JUPITER

210 MILITARY TRAIL
JUPITER, FLORIDA 33458
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**DISABLED PARKING
DETAIL AND REQUIREMENTS**

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Figure 1

Revised 20030328

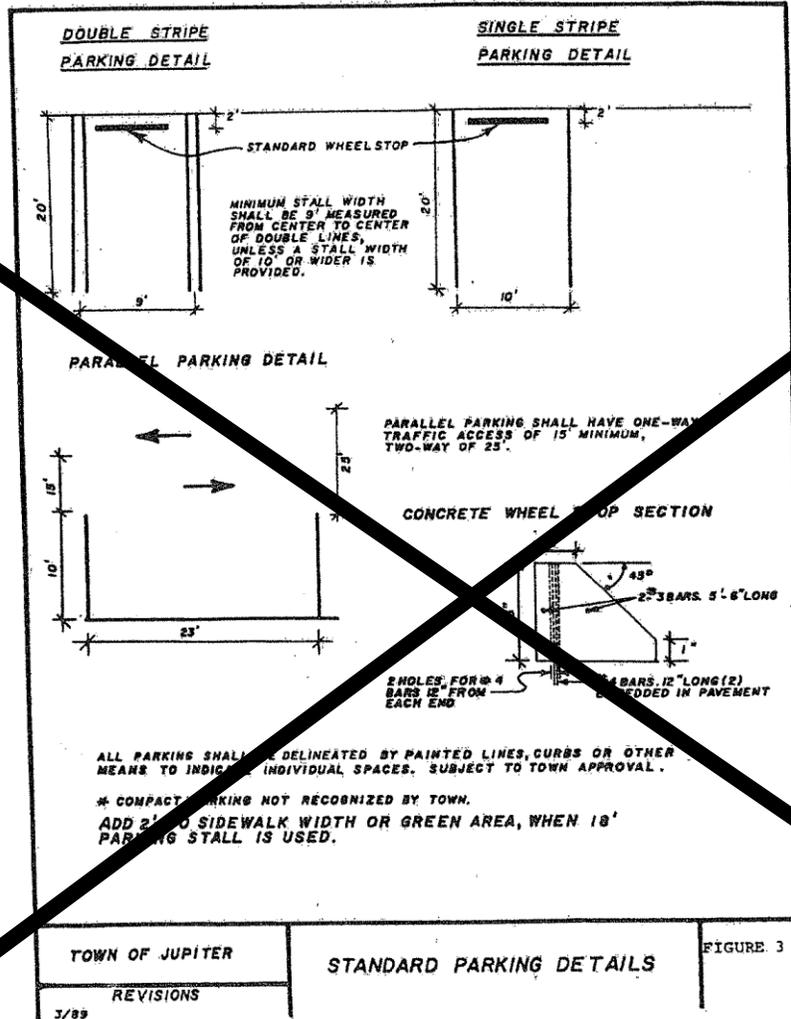
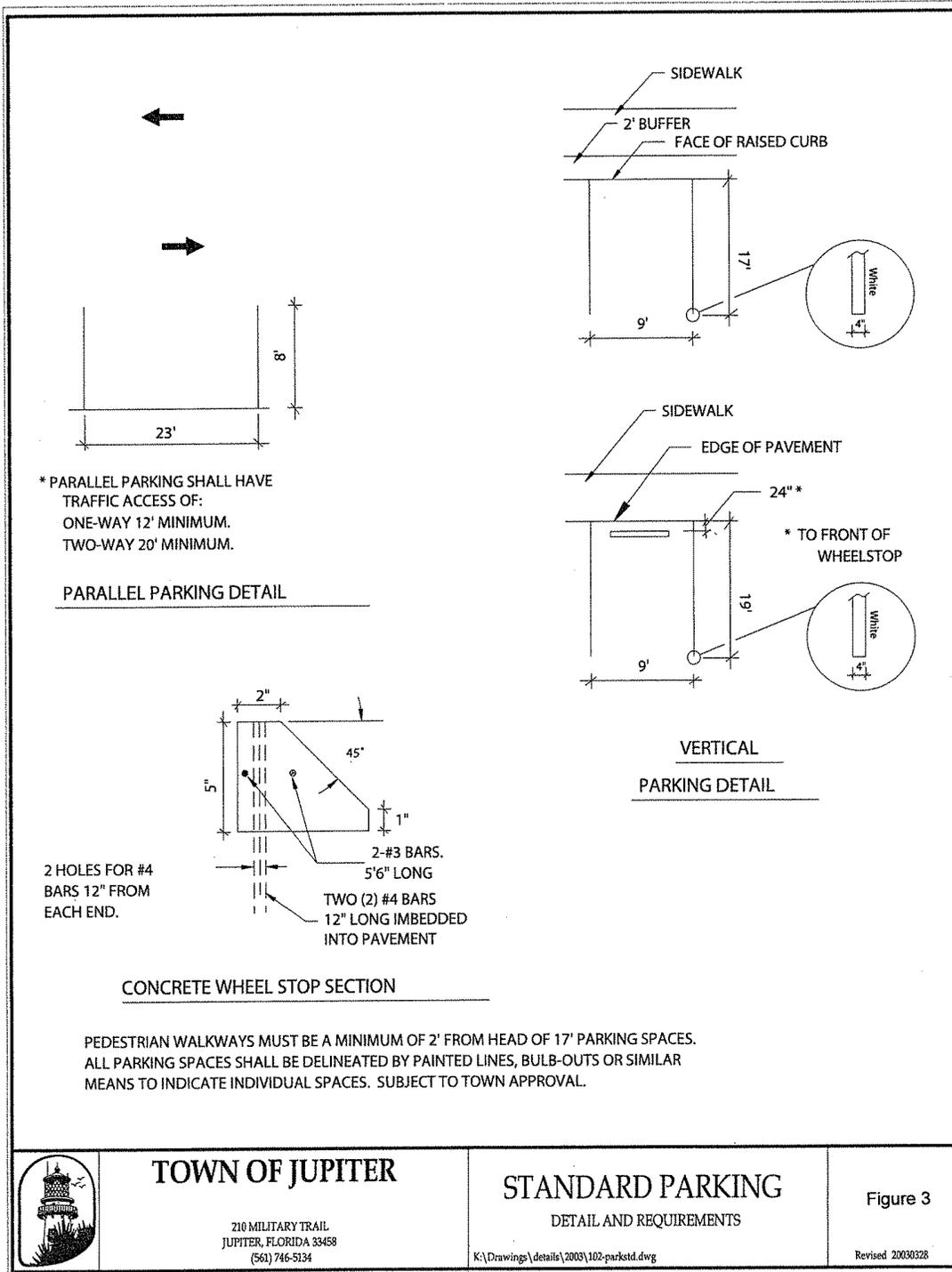
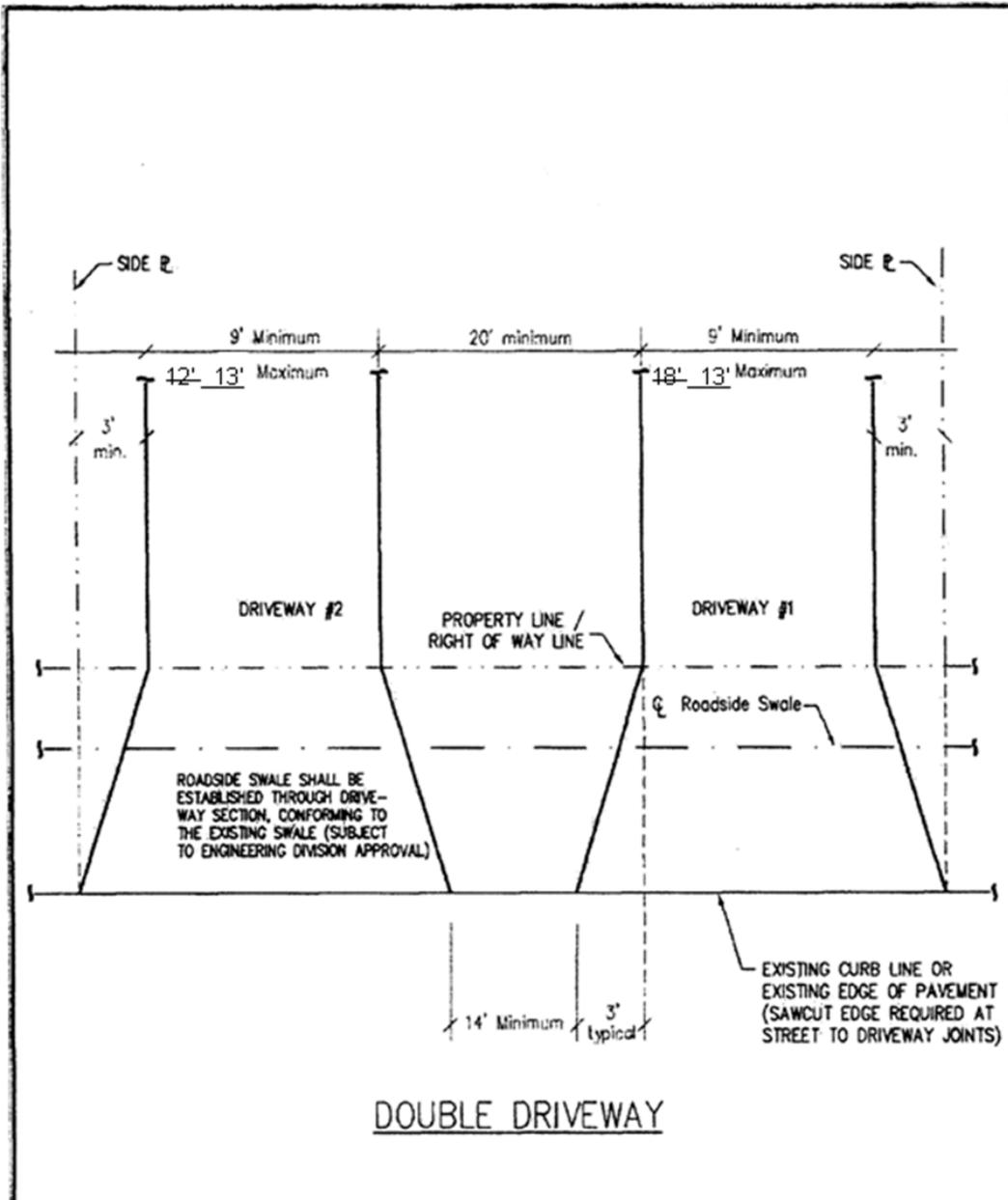


Figure 3





TOWN OF JUPITER
 ENGINEERING DIVISION
 210 MILITARY TRAIL
 JUPITER, FLORIDA 33408
 (561) 746-5134

RESIDENTIAL DRIVEWAYS
 DETAIL AND REQUIREMENTS

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FIGURE
4b

Revised: May 2007

FIGURE 5. PARKING ANGLE DIMENSIONS AND SCHEMATIC

<i>Parking Angle</i>	<i>Stall Width</i>	<i>Stall to Curb*</i>	<i>Aisle Width</i>	<i>Length Per Car</i>	<i>Two Rows of Stalls with Access Aisle Between</i>
"a"	"b"	"c"	"d"	"e"	"f"
0°	9'0"	9'0"	12'0"	23'0"	30'0"
20°	9'0"	15'0"	11'0"	26'3"	41'0"
30°	9'0"	17'3"	11'0"	18'0"	46'6"
40°	9'0"	19'1"	12'0"	14'0"	50'2"
45°	9'0"	19'8"	13'0"	12'7"	52'6"
50°	9'0"	20'4"	12'0"	11'7"	52'8"
60°	9'0"	21'0"	18'0"	10'4"	60'0"
70°	9'0"	21'0"	19'0"	9'6"	61'0"
80°	9'0"	20'3"	24'0"**,	9'1"	64'3"
90°	9'0"	19'0"	24'0"**,	9'0"	62'0"

* 19-foot stalls.

** Two-way circulation.

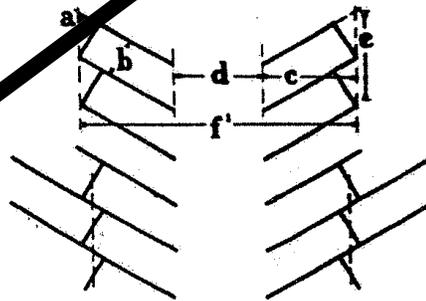
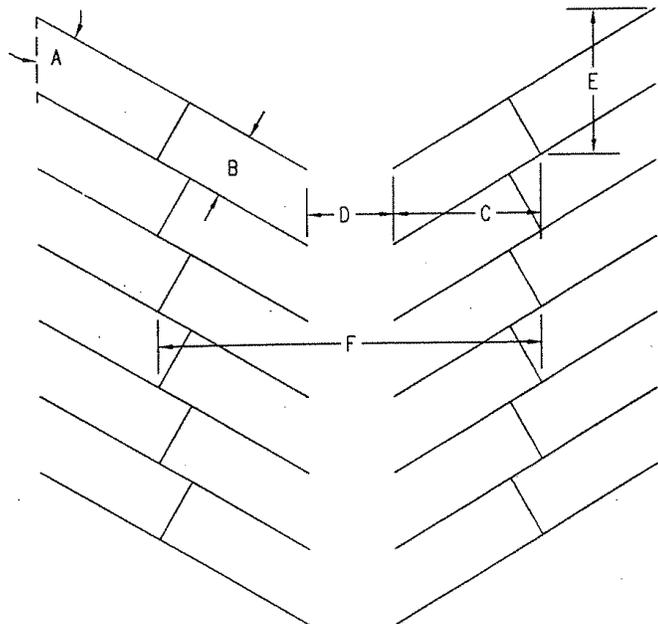


Figure 5

PARKING ANGLE DIMENSIONS *

PARKING ANGLE	STALL WIDTH	STALL TO CURB	AISLE WIDTH	LENGTH PER CAR	TWO ROWS OF STALLS WITH ACCESS AISLE BETWEEN
"A"	"B"	"C"	"D"	"E"	"F"
0°	9'	9'	12'	23'	30'
20°	9'	15'	11'	26'-3"	41'
30°	9'	17'-3"	11'	18'	46'-6"
40°	9'	19'-1"	12'	14'	50'-2"
45°	9'	19'-8"	13'	12'-7"	52'-6"
50°	9'	20'-4"	16'	11'-7"	56'-8"
60°	9'	21'	18'	10'-4"	60'
70°	9'	21'	19'	9'-6"	61'
80°	9'	20'-3"	** 24'	9'-1"	64'-3"
90°	9'	19'	** 24'	9'	62'

* BASED ON 19' STALLS
** TWO-WAY TRAFFIC CIRCULATION



TOWN OF JUPITER

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ANGLED PARKING
DETAIL AND REQUIREMENTS

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Figure 5

Revised 20030328

Section 6. Conflicts. All Ordinances or parts of Ordinances in conflict herewith are hereby repealed to the extent of such conflict.

Section 7. Codification. The Sections of the Ordinance may be renumbered or relettered to accomplish such, and the word "Ordinance" may be changed to "section", "article", or any other appropriate word.

Section 8. Severability. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions thereof.

Section 9. Effective Date. This Ordinance shall take effect immediately upon adoption.

K:\Staff\WP51\Amendtowncode\PARKING\Parking related to infill-redevelopment\Ord 33-10.doc