



# Ordinance 2022-06: Off-Street Parking

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LAND DEVELOPMENT CODE  
UPDATES

MARCH 22, 2022

# Study Background

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*The City's parking requirements have not been updated since 2005 and many changes in technology and consumer behavior have impacted on the demand for parking. Thus, the City initiated a study to review its off-street parking code to reevaluate the current requirements in the Land Development Code (LDC).*

## Study Tasks:

- Task 1: Research Best Practices nationwide in parking requirements to improve alternative transportation option (13 Parking Strategies provided)- May 2021
- Task 2: Review of parking codes from neighboring cities in Pinellas County (St Pete Beach, St Petersburg, Dunedin, Tarpon Springs, Clearwater)- provided May 2021
- Task 3: Meeting with City Administration to discuss findings and strategy for workshop session
- Task 4: Community Meetings (Business Meeting- June & Neighborhood Meeting September)/ Surveys
- Task 5: Working session with the City Administration to discuss research findings, community feedback and strategies to be further developed as incentives in the land development code - **Met with City Commission and Planning Board in December 2021**
- Task 6: Final Report (including final Ordinance and Updates)

# Study Goals

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Ensure that the city maintains:

1. Adequate parking supply
2. Improve Access to Alternative forms of mobility
3. Improve the city's aesthetics

# Resident Input

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- Beginning in June of 2021, the City hosted public workshops and surveys with community stakeholders, including Residents and Business Owners.
- One outcome of this resident input was a community wide survey that collected over 300 individual responses. This survey showed support for the City creating a more pedestrian friendly and less auto-oriented environment.
- Overall, we found that the stakeholders in St. Pete Beach were supportive of parking requirement changes that supported the goals outlined in the Comprehensive Plan.

# Planning Board & City Commission Recommendations

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## Planning Board Recommendations:

- Extend Walkability Area up Blind Pass Road to accommodate future growth.
- Expand permeable paving options for parking lots.
  - We found that permeable pavement options were already allowed, so no changes were made

## City Commission Recommendations:

- Prohibit residential uses from using on-street parking to meet parking requirements.
- Pedestrian connectivity from sidewalk to storefront needs to be a high priority.
- Adjust the variety of parking percentage to 25% instead of 35%



# Overview of Changes to Division 23 of the Land Development Code

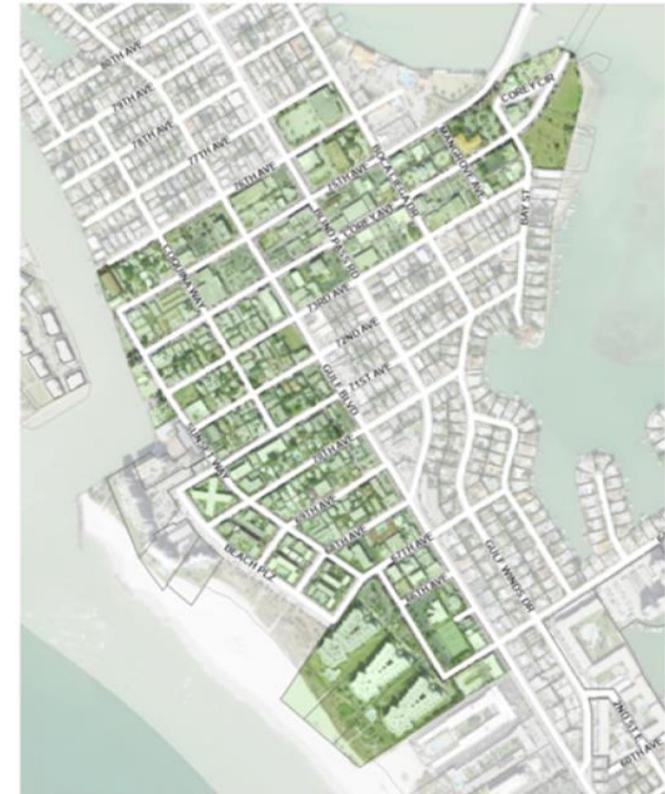
# On-Street Parking

Allow available on-street parking within 800ft of non-residential properties to count towards up to 10% of the required parking for non-residential uses

- City Manager can restrict this to prevent overuse of on-street parking spaces
- Restricted to Corey Avenue, Upham Beach, and Boca Ciega Dr near the Community Center

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

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



# Tandem Valet Parking

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Allow tandem valet parking so long as the business submits a valet management plan to the city for review and approval

- LDC currently prohibits tandem valet parking

The valet management plan must include:

- Location
- Number of Space
- Location of Spaces
- Narrative of how the valet will operate
- Drop-off/ Pick-Up Locations
- Diagrams for Peak Usage
- Contact Information
- Wayfinding/signage for pick-up/drop-off
- A lease agreement for the valet spaces (if applicable)
- A peak period contingency plan
- A queuing analysis (if requested)
- The understanding that if any modifications to the management plan are made without City Manager approval, or if the management plan is not being appropriately followed and enforced, the City Manager may revoke approval.

# Walkability Reduction

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Allow for a 10% reduction in the total required parking if the business is in located in a walkable area.

The walkable areas are defined as:

- Gulf Blvd from 35th Ave to 75th Ave
- Blind Pass Rd from 75th Ave to 81st Ave

These areas were chosen because of their high concentration of non-residential businesses and the ability of visitors to the large hotels and resorts to walk to and from their destination.

If there is significant non-residential development outside of these corridors to the point where additional areas of the City are considered walkable, the walkability reduction can be expanded by the City Commission via Resolution.

# Shared Parking Agreements

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Expand the availability and flexibility of shared parking agreements to include:

- Business to Public
- Mixed-Use Projects
- Business to Business
- Business to City
- Requires the submittal of a shared parking agreement for review and approval by the City.

Strategy	Intent	Discussion	Regulatory Language
Variety of Shared Parking	City sells parking spaces (off hours)	City develops a shared parking agreement for uses that are non-competing (based on an analysis of peak demands for non-competing uses).	City will need to do an analysis on the fee's to assess. Applicants would be required to apply for parking spaces, provide peak demand analyses published by ITE or other sources the city deems acceptable.
	Business to Business does a shared parking agreement (not on the same site)	BTB can be based on both non-competing and competing uses based on peak demand analysis	Create a shared parking agreement that includes: 1-Agreement to share [number of spaces] 2- Provide times and days permitted 3- List any restrictions (agreement running with the land) 4- Provide the parking spaces required per code for each business sharing 5-Site Plan- provide a diagram of the parking lot and indicated areas that are being shared (if space specific) 6- Termination clause- event the agreement is discontinued 7- Tier to eh LDC's enforcement section.
	Mixed use projects are permitted to share spaces on same parcel	Doesn't require shared parking agreement if the uses are non-competing uses	Provided a matrix to evaluate the shared parking spaces, by use and include on the site plan. (example matrix provided)

# Variety of Parking Options

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In parking lots with over 50 spaces, up to 10% of the 25% allowed for compact spaces may be a variety of sizes

- In order to accommodate a wider variety of vehicle types, a variety of parking space sizes will be available to developers. These include:
  - Golf Carts Spaces (6'x10')
  - Compact Car Spaces (8'x16')
  - Motorcycle/Moped Spaces (4'x10')

Expanded the existing bike rack requirement to include all non-residential businesses over 5,000 SF

# Removed Fee-in-Lieu

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## Removed all fee-in-lieu language -

- The feature already existed in the Land Development Code but has never been utilized. With new the updates and flexibility with parking, the City felt it was unnecessary to keep.

# Parking Ratio Updates

Updated the required parking ratios per the ITE recommendations

- Added Multi-Family Residential category – 1 space per bedroom
- Ballrooms as part of Transient Accommodations – 1 space per 600 SF / Stand Alone – 1 space per 300 SF

Use	Current Ratio	Updated Ratio
<b>Bar / Nightclub</b>	1 per 50 sf	1 per 100 sf
<b>Retail / Convenience Store</b>	1 per 200 sf	1 per 300 sf
<b>Grocery Store</b>	1 per 100 sf	1 per 200 sf
<b>Transient Accommodations</b>	1per TA Unit plus 1 per 10 units	.9 per TA Unit
<b>Multi-Family Residential</b>	None – Same as Single Family (2 per unit)	1 per bedroom
<b>Ballrooms</b>	1 per 1000 sf	Part of Transient Accommodation – 1 per 600 sf Stand Alone – 1 per 300 sf

# Pedestrian Connectivity & Design Standards

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Increased the standards for pedestrian connectivity from the public right-of-way to store front

- Includes center isle walkups for large parking lots, requires pedestrian access from sidewalks to parking lots that is not shared with vehicles, and the reduction of curb cuts.
- If a developer can show substantial pedestrian connectivity outside of these standards, the City Manager can review and approve their site plan.

Increased the landscaping standards for parking lots that cannot be located towards the rear of buildings

- Requires a 5ft landscaped buffer around all parking lots that abut a pedestrian walkway.

Increased the required screening for non-residential properties that abut or are across an alley from residential properties

- Requires a fence, masonry wall, or landscaped buffer to screen loading zones.



How does Ordinance 2022-06  
Support the Vision of the St. Pete  
Beach Comprehensive Plan?

# Comprehensive Plan

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

- **Objective 1.3** of Transportation Element within the City's Comprehensive Plan outlines policy to develop land development regulations that strive for safe, convenient, and efficient multimodal parking and access ways
  - Policy 1.3.1- The City shall enforce parking standards which provide for safe and convenient on-site traffic flow.
  - Policy 1.3.3 - Bicycle parking areas at shopping and recreational areas shall be encouraged.
- **Objective 1.4** of Transportation Element within the City's Comprehensive Plan, identifies policy directing the City's transportation system should emphasize safety and aesthetics
- The City shall enforce parking standards which provide for safe and convenient on-site traffic flow.
- **Objective 1.5** of Transportation Element within the City's Comprehensive Plan states As an ongoing objective, the City shall encourage the utilization of a multi-modal transportation system as needed.
  - Policy 1.5.2 - The City shall continue to identify and encourage the use of bicycle and pedestrian modes of transportation.
  - Policy 1.5.3 - The City shall review all proposed development and redevelopment site plans for the accommodation of bicycle and pedestrian traffic needs, when appropriate.



# Conclusion

Requested Motion: Motion to approve first reading of  
Ordinance 2022-06.