

CHAPTER SIX

STANDARDS FOR TRANSPORTATION, ACCESS, PARKING, AND LOADING

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6.00.00 GENERALLY**6.00.01 Purpose**

This chapter is provided to establish standards and requirements for the entire transportation system, including access, streets, bicycle ways, sidewalks, off-street parking, on-street parking, loading areas, stacking lanes for drive-thru situations, and transit.

6.00.02 Applicability

All development and redevelopment shall be designed, constructed, and established in compliance with the standards set forth in this chapter.

6.01.00 STREETS, ACCESS MANAGEMENT, AND RIGHT-OF-WAY PROTECTION**6.01.01 Purpose**

The purpose of this section is to ensure a safe and efficient traffic circulation system, manage access, establish right-of-way widths for future transportation facilities, and prohibit encroachment of structures into existing rights-of-way.

6.01.02 Right-of-Way Requirements

Minimum right-of-way widths for new roadways are provided in Table 6.01.02.

Table 6.01.02. Required Minimum Right-of-Way Widths.

Street type	Urban section (feet)	Transitional section (feet)
Local	60	60
2-lane collector, one way	60	60
4-lane undivided arterial	96	96
4-lane divided arterial	112	112
6-lane divided arterial	112	112
4-lane freeway	NA	300
6-lane freeway	NA	350

6.01.03 Use of Rights-of-Way

- A. Construction, maintenance, or use of a public right-of-way requires a local development permit issued as set forth in the procedures of Chapter 9.
- B. Encroachment shall not unreasonably restrict the public use of the right-of-way.
- C. No person shall willfully obstruct any portion of the right-of-way for a new roadway.
- D. Roadside stands are prohibited within or on any portion of the right-of-way of any public road.
- E. The following uses of a public road are specifically permissible and are not a violation of this section:
 1. Improvement of a public road by the owner of property adjacent to the public road with landscaping, shrubbery, or grass consistent with the use of the public road for road purposes.
 2. Parking motor vehicles on that portion of the public road not used as traffic lanes

- if not otherwise prohibited.
- 3. The replacement or maintenance of existing utility facilities, such as telephone poles.
- F. No person shall remove grass, earth, or sand from, or dig up, any street, or deposit material of any kind on any street or right-of-way, without City authorization.

6.01.04 Access Management

Street arrangement and layout shall meet the following standards.

- A. The arrangement, character, extent, width, grade, and location of all streets shall be consistent with the existing street network.
- B. The arrangements of streets shall either:
 - 1. Provide for the continuation or appropriate projection of existing planned or platted streets in surrounding areas; or
 - 2. Conform to a plan for the neighborhood approved or adopted by the City to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impracticable.
- C. When a project site abuts two (2) or more City streets, access shall be from the City street with the lower functional classification. Where the City determines that other access standards preclude placement of a drive on the street with the lower functional classification, an alternate design may be approved.
- D. The separation between access points on State-maintained roads shall be in accordance with Florida Department of Transportation (FDOT) rules. On roads that are not maintained by the State, the separation between access points onto arterial and collector roadways, or between an access point and an intersection of an arterial or collector with another road, shall be as shown in Table 6.01.04.

Table 6.01.04. Separation of Access Points.

Functional class of road	Distance between access points (feet)
Major arterial	175
Minor arterial	100
Major collector	50
Minor collector	40

- E. The distance between access points shall be measured from the centerline of the proposed driveway or roadway to the centerline of the nearest adjacent roadway or driveway.

6.01.05 Street Access and Driveway Design Requirements

All ingress and egress driveways onto a City street shall be located to allow the greatest degree of safety to both pedestrian and vehicular traffic on a City street. All proposed development shall meet these standards for vehicular access and circulation:

- A. Access points shall be able to accommodate all vehicles entering the site, including

delivery vehicles.

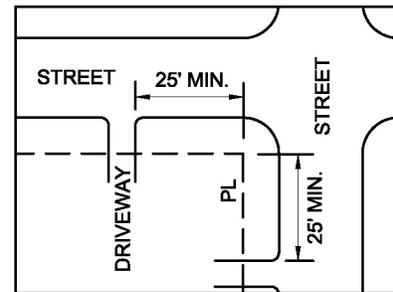
- B. Access design shall ensure that an entering standard passenger vehicle will not encroach upon the exit lane of a two-way driveway.
- C. Access design shall ensure that a right-turning exiting vehicle shall be able to use only the first through traffic lane available without encroaching into the adjacent through lane.
- D. There shall be sufficient onsite storage to accommodate queued vehicles waiting to park or exit without using any portion of the street right-of-way or in any other way interfering with street traffic.
- E. Number, location and separation requirements for driveways

Driveways shall be designed to adequately accommodate the volume and normal character of vehicles anticipated to be attracted to the development.

- 1. The number of driveways shall be determined by existing site conditions and ensuring safe and efficient access and use for both pedestrian and vehicular traffic on the City street.

- 2. Minimum distance of driveway to a street intersection

- a. The edge of a driveway for all uses other than a single-family residential dwelling shall be located a minimum of seventy-five (75) feet from the proposed right-of-way line of a street intersection.
- b. The edge of a driveway for a single-family residential dwelling shall be located a minimum of twenty-five (25) feet from the proposed right-of-way line of a street intersection.



*Figure 6.01.05 (E-2).
Minimum driveway
intersection distances*

- 3. Where two (2) or more driveways connect a single development site to any one (1) City street, a minimum clear distance of fifty (50) feet, measured along the curb line of the tangents of the proposed driveway curb radii, shall be provided.
- 4. The edge of a driveway for uses other than a single-family residential dwelling shall be located a minimum of twenty-five (25) feet from the proposed property line. Where a property line is the same as the right-of-way line referenced in Section 6.01.05.E(2)(a), the minimum distance shall be the standard in Section 6.01.05.E(2)(a).
- 5. Opposing driveway intersections
 - a. Opposing driveway intersections for uses other than a single-family dwelling shall be located directly across from each other along City streets.
 - b. If conditions prohibit locating a proposed driveway intersection directly opposite an existing or proposed driveway intersection along a City street, the offsets between the existing and proposed intersections shall be a minimum of 150 feet.
- 6. Driveways shall be located and designed to ensure that vehicles do not back onto the City right-of-way, except for driveways serving a single-family dwelling in single-family developments and residential zoning districts.

F. Driveway design

1. Depressed curbing may be required across driveway openings, in order to promote the continual flow of street stormwater runoff.
2. Driveways shall intersect the City street at an angle as near 90 degrees as site conditions permit, and in no case shall be less than 75 degrees.
3. All driveway aprons shall be paved from the existing or proposed edge of pavement back to the existing or proposed right-of-way line. Paving within this area shall comply with the City's paving specifications as set forth in the *Engineering Standards Manual for Fort Walton Beach*. Additional paving or a reinforced concrete driveway may be required, depending upon the type and amount of expected vehicular traffic.
4. All driveways shall be fully maintained by the property owners served by the driveways.

6.01.06 Mobility Requirements for Developments in the Transportation Concurrency Exemption Area (TCEA)

- A. Development within the TCEA shall mitigate trips generated by the development by providing certain mobility improvements consistent with this section. Table 6.01.05 outlines the number of points which must be obtained based on the number of trips generated by the development.

Table 6.01.06.A. Trip Generation Performance Criteria in the TCEA.

Net Average Daily Trip Generation	Number of Points Required
Less than 25	0
26 to 50	5
51 to 100	10
101 to 250	20
251 to 500	30
500 to 1,000	40
1,001 to 5,000	50
Greater than 5,000 trips	75

- B. Table 6.01.06.B provides a list of acceptable improvements and their point value. The development shall provide a combination of improvements that have a total point value corresponding to the development's Net Average Daily Trip Generation as provided in Table 6.01.06.A. Acceptable strategies are provided in two categories – Physical Infrastructure Improvements and Transportation Demand Management (TDM) strategies.

Table 6.01.06.B. Acceptable Trip Generation Mitigation Strategies.

Physical Infrastructure Improvements	Points Attainable
Construction of approved Brooks Landing Boardwalk segment along Santa Rosa Sound	10
Construction of bicycle lane segment along approved City bike routes or deeding / construction of proposed new bike lanes	5
Level I	10
Level II	20
Level III	

Physical Infrastructure Improvements	Points Attainable
Construction of Okaloosa County Transit (OCT) Bus Shelter built to OCT specifications at approved location	20
Construction of an approved segment of new public sidewalks on street frontage where none currently exist	10
Design and installation of awnings and/or canopies over public sidewalk areas to encourage pedestrian traffic and provide protection from the weather	5
Provision for pedestrian access and connectivity to Brooks Landing Boardwalk by construction of approved pedestrian crossing	20
Improvement/widening of existing public sidewalks including replacement / upgrades	10
Approved traffic calming/road diet project such as landscaping or streetscaping	40
Curb cut limitation through shared parking, on-street parking, or other means	5
Installation of approved pedestrian crosswalk signal	10
Installation of covered, secure bicycle parking	5
Transportation Demand Management (TDM) Strategies	
Implementation of telecommuting and/or 4-day work week for employees	20
Implementation of an approved carpool, vanpool, or other rideshare program	10
Designation of special parking for alternative fueled vehicles, non-motorized vehicles, and high mpg vehicles	20
Implementation of a transit-pass program for employees	20

6.02.00 BICYCLE AND PEDESTRIAN WAYS

6.02.01 Generally

Bicycle and pedestrian ways shall be considered during the planning and development of on-site and off-site transportation facilities, including the connection and extension of existing bicycle and pedestrian ways on or serving State, regional, and local transportation systems.

6.02.02 Bicycle Way Access and Connectivity

- A. Bicycle lanes, paths, and other ways shall connect traffic generators and shall be located along a direct line, convenient for users.
- B. Bicyclists shall have equal access to all streets whenever possible and feasible.
- C. Within a neighborhood, links shall be considered through cul-de-sacs, making use of greenways, utility rights-of-way, and other open ways.
- D. Bicycle ways shall be designed and constructed in compliance with the standards set forth in the *Engineering Standards Manual for Fort Walton Beach*.

6.02.03 Sidewalks

- A. The purpose of this section is to require sidewalks to be constructed in conjunction with all new development and redevelopment.
- B. Sidewalks are required along the street frontage of all lots where new development, redevelopment, subdivisions, or change of use is proposed.
- C. Where a sidewalk is already provided, but the sidewalk is in disrepair and/or does not meet current standards for sidewalk location, width, and construction, such sidewalk shall be brought up to current standards as part of the development or redevelopment of the lot.
- D. Where no sidewalks exist within the block, the developer may be allowed to pay a fee in lieu of construction. The amount of fee shall be equal to the costs of

design and construction of the required sidewalk. The City will construct the sidewalk.

- E. Sidewalks shall be designed and constructed in compliance with the standards set forth in the *Engineering Standards Manual for Fort Walton Beach*.
- F. Sidewalk width requirements are set forth in Table 6.02.03.

Table 6.02.03. Minimum Sidewalk Widths.

Location	Minimum width (feet)
Arterial streets (major or minor)	8
Collector streets	6
All other streets, except where the sidewalk is not abutting the curb	5
All other streets, where the sidewalk is abutting the curb	6

- G. **Location.**
All sidewalks shall be constructed along the width of yards fronting upon a street right-of-way. Corner lots at street intersections shall have sidewalks constructed to, extended to, and ramped to the street pavement in compliance with Federal and State ADA requirements. Sidewalks shall be constructed in the street right-of-way with the rear edge on the front property line, and shall be constructed in compliance with the standards set forth in the *Engineering Standards Manual for Fort Walton Beach*.
- H. **Maintenance of sidewalks.**
It shall be the duty of all owners of real property in the City that abuts any constructed public sidewalks to keep and maintain those sidewalks in good repair at all times, including the proper maintenance of vegetative materials such as trees, grass, hedges and shrubs, to keep such materials from encroaching on the sidewalks. The City may require reconstruction or implement special assessments to ensure that sidewalks are maintained in good condition.

6.03.00 VISIBILITY AT INTERSECTIONS

6.03.01 Purpose

The purpose of this section is to ensure clear sight areas for driveways and intersections.

6.03.02 Clear Visibility for Driveways

On each side of the driveway that intersects with a City street, a minimum of a fifteen (15) foot by 100-foot driveway sight triangle shall be provided. The minimum dimensioning of the driveway sight triangle is shown in Figure 6.03.02. The clear driveway sight area is to be maintained and kept clear by the property owner.

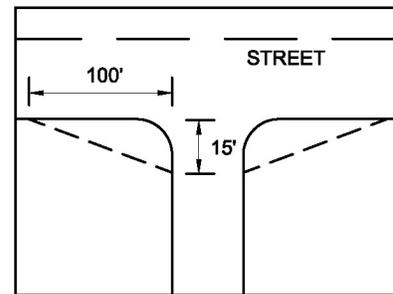


Figure 6.03.02. Driveway triangle

6.03.03 Clear Visibility for Intersecting Streets

For intersecting streets, the clear sight triangle shall be determined as required by the AASHTO *Green Book* and other Federal, State, or local regulations.

6.04.00 REQUIREMENTS FOR PARKING AND LOADING

6.04.01 Generally

- A. All development and redevelopment shall provide off-street parking in compliance with the standards set forth in this section.
 - 1. Within the MX-1 and MX-2 zoning districts, parking facilities shall be provided and shared by all uses within a mixed-use development site. Standards are set forth in Section 6.04.06.H.
 - 2. On-street parking spaces, spaces in municipal parking lots, and spaces in off-site private parking lots may be counted toward meeting the parking requirement for a development site. Standards for counting on-street, municipal, and private parking lot spaces are set forth in Section 6.04.05.
 - 3. In situations not addressed by Section 6.04.01.A(1) and (2), developments shall provide off-street parking as set forth in Section 6.04.02.
- B. Limitations on use of parking facilities
 Required off-street parking spaces, access driveways, and aisles shall not be used for any purpose other than vehicular parking. This prohibition applies to:
 - 1. Storage of goods and equipment;
 - 2. Location of dumpsters and other refuse containers;
 - 3. Location of goods and materials offered for sale;
 - 4. Storage of inoperable vehicles and equipment;
 - 5. Repair activities;
 - 6. Special events; and
 - 7. Any other activity that occupies the required spaces, drives, and aisles on a temporary or permanent basis.
- C. Calculating the number of parking spaces
 - 1. The gross floor area of a building shall be used to calculate parking requirements.
 - 2. When the calculation results in a fraction, the result shall be rounded up to one (1) parking space.
 - 3. For places of assembly with open seating, such as benches or pews, the calculation of parking spaces shall be based on the occupancy as rated by the fire marshal.
 - 4. When a site is occupied by two (2) or more separate and individual uses, the parking spaces required shall be determined by a parking study according to the requirements for such study set forth in Section 6.04.06.

6.04.02 Standards for Parking

- A. The minimum number of vehicular parking spaces and bicycle parking spaces are provided in Table 6.04.02.
- B. The City shall not approve a parking lot with more than 110 percent of the parking spaces required according to Table 6.04.02.
- C. Parking spaces to meet Federal and State ADA requirements shall be provided in addition to the parking requirements set forth in Table 6.04.02.
- D. Up to five (5) percent of the required parking spaces may be designed and allocated to accommodate motorcycles.

Table 6.04.02. Required Parking Spaces for Vehicles and Bicycles.

Use	Vehicle spaces (minimum)	Bicycle spaces (minimum)
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Use	Vehicle spaces (minimum)	Bicycle spaces (minimum)
Residential Uses		
Single-family dwelling	2 per unit	None
Multifamily structure	2 per unit	1 per 10 parking spaces
Nonresidential Uses		
Barber, beauty salon, nail salon, aesthetician, skin care salon, tattoo and body piercing	2 per chair or station	1 per 10 parking spaces
Business support services, such as copying, mailing, printing, private mail	1 per 300 s.f.	1 per 10 parking spaces
Car wash or detailing facility	1 per employee on largest shift	None
Car wash, self service	1 per stall	None
Community center, club, or lodge	1 per 100 s.f.	1 per 10 parking spaces
Cultural facilities , such as library, museum, or gallery	1 per 1,000 s.f.	1 per 4 parking spaces
Day-care (child or adult), nursery school, kindergarten, or pre-kindergarten	1 per employee plus 5 spaces	1 per 4 parking spaces
Distribution centers, may include warehousing, dispatch offices, vehicle yards	1 per employee on the largest shift	1 per 10 parking spaces
Drug stores and pharmacies	1 per 300 s.f.	1 per 10 parking spaces
Dry cleaning establishment	1 per 300 s.f.	1 per 10 parking spaces
Dry storage for watercraft	1 per 10 dry storage spaces	1 per 20 parking spaces
Equipment rental	1 per 400 s.f.	1 per 20 parking spaces
Farmer's market	1 per 300 s.f. of the leasable area	1 per 10 parking spaces
Financial institutions	1 per 300 s.f.	1 per 20 parking spaces
Food stores	1 per 200 s.f.	1 per 10 parking spaces
Freight and moving companies	1 per employee on the largest shift	1 per 10 parking spaces
Fuel / gasoline station, may include convenience store, restaurant, automotive supplies, but not repair	1 per 2 fuel pumps plus spaces needed for accessory uses	1 per 10 parking spaces
Funeral homes, mortuaries, crematoria	1 per 4 seats in largest chapel	None
Furniture and/or appliance sales	1 per 500 s.f.	1 per 10 parking spaces
Golf course	4 per hole	1 per 10 parking spaces
Golf driving range Principal use Accessory use	1 per tee 1 per 2 tees	1 per 10 parking spaces
Group home, congregate living facility and similar uses	1 per 2 beds plus 1 per employee	None
Health clubs, exercise clubs, spas, gyms	1 per 300 s.f.	1 per 4 parking spaces
Hospital	4 per bed	1 per 10 parking spaces
Hotels, motels, inns and similar lodging facilities	1.1 per unit plus parking for accessory uses	1 per 10 parking spaces
Ice vending machine	See supplemental standards	See supplemental standards
Industrial uses, heavy industry with nuisance factors, such as odor, noise, vibration, electronic interference	1 per employee on the largest shift	1 per 10 parking spaces
Junk or salvage yards, recycling facilities	1 per employee on the largest shift	1 per 10 parking spaces

Use	Vehicle spaces (minimum)	Bicycle spaces (minimum)
Laundry facility, self-service	1 per 300 s.f.	1 per 10 parking spaces
Lounge, bar, or nightclub	1 per 60 s.f. of customer service area	1 per 10 parking spaces
Lumberyard, nursery yard, similar outdoor sales establishments	1 per 300 s.f. office or indoor sales area plus 1 per 1,000 s.f. of outdoor sales and display area	1 per 20 parking spaces
Manufacturing, and intense industrial activities, includes production, fabrication, assembly, may include outdoor storage, includes bottling plant, dry cleaning plant, gas and fuel storage and wholesaling,	1 per employee on the largest shift	1 per 10 parking spaces
Manufacturing, light assembly, fully enclosed building	1 per employee on the largest shift	1 per 10 parking spaces
Marinas, including fuel, supplies, docking, boat ramps	1 per 2 wet slips	1 per 20 parking spaces
Medical and dental clinics and offices, outpatient facilities	1 per 200 s.f.	1 per 20 parking spaces
Medical facility for recovery or rehabilitation services, includes substance abuse center, physical or mental rehabilitation, no overnight stays	1 per 200 s.f.	1 per 10 parking spaces
Nursing home or convalescent facility, overnight stay	1 per 4 beds plus 1 per employee on the largest shift	1 per 20 parking spaces
Offices, general or government	1 per 400 s.f.	1 per 10 parking spaces
Pawn shops	1 per 300 s.f.	1 per 10 parking spaces
Personal services, such as jewelry repair, shoe repair, tailoring, dry cleaning pick-up center	1 per 300 s.f.	1 per 10 parking spaces
Professional offices, accounting, government operations, legal services, bookkeeping, realtors, brokers, insurance, etc.	1 per 400 s.f.	1 per 10 parking spaces
Public service facilities such as fire stations, emergency services, or public works, includes vehicle storage and maintenance	1 per employee on the largest shift	1 per 10 parking spaces
Recreation, indoor		
Arcades	1 per 300 s.f.	1 per 4 parking spaces
Pool/billiards	2 per table	1 per 4 parking spaces
Bowling	4 per alley plus accessory uses	1 per 4 parking spaces
Skating rinks	1 per 100 s.f.	1 per 4 parking spaces
Recreation, indoor, intense, such as, indoor shooting range, indoor kart tracks, and similar uses	1 per 2 users based on computed capacity plus 1 per employee on the largest shift	1 per 4 parking spaces
Recreation, outdoor, active, such as sports fields, courts, playgrounds	2 per court plus 1 per 1,000 s.f. of the active use area	1 per 4 parking spaces
Recreation, outdoor, intense		
Go-karts track	1 per 2 users based on computed capacity	1 per 4 parking spaces
Miniature golf	1 per hole plus 1 per employee	1 per 4 parking spaces

Use	Vehicle spaces (minimum)	Bicycle spaces (minimum)
Lighted courts and fields	2 per court plus 1 per 1,000 s.f. of the active use area	1 per 4 parking spaces
Water slides	1 per 2 users based on computed capacity	1 per 4 parking spaces
Recreation, outdoor, passive, such as picnic areas, trails, open spaces, includes botanical gardens	1 per 2,000 s.f. of the active use area	1 per 4 parking spaces
Religious facility	See supplemental standards	1 per 10 parking spaces
Repair shops, small equipment, small appliances, shoes, etc.	1 per 300 s.f.	1 per 10 parking spaces
Restaurants, indoor, enclosed outdoor seating, with or without drive-up windows	1 per 100 s.f. (gross)	1 per 4 parking spaces
Retail sales, not otherwise listed	1 per 300 s.f.	1 per 10 parking spaces
RV park or campground	See supplemental standards	None
Schools, academic, charter, public or private Elementary or middle school	1 per classroom plus 1 per employee	5 per parking space
High school or college	1 per classroom plus 1 per employee plus 1 per 10 students	5 per parking space
Schools, business, commercial, trade, vocational	1 per classroom plus 1 per employee plus 1 per 10 students	1 per 10 parking spaces
Self-storage, mini-storage facilities	See supplemental standards	None
Shopping center, multi-tenant establishment	1 per 250 s.f.	1 per 10 parking spaces
Studios for personal instruction, such as music, dancing, art, or photography	1 per 300 s.f.	1 per 10 parking spaces
Terminals, bus, transit, includes truck stop	1 per employee on the largest shift	1 per 10 parking spaces
Theaters, movie or performing arts	1 per 4 seats	1 per 10 parking spaces
Trades, maintenance services, and heavy repair services, including outdoor storage, equipment yards, machine shops, welding shops, towing services	1 per employee on the largest shift plus 1 per service bay	1 per 20 spaces
Vehicle repair or body shop	3 per service bay	2 spaces
Vehicle sales, showroom, office, and retail space	1 per 400 s.f.	2 spaces
Vehicles, storage yards	1 per employee	2 spaces
Veterinary clinic	1 per 200 s.f.	1 per 20 parking spaces
Video and DVD rentals and sales	1 per 300 s.f.	1 per 10 parking spaces
Warehousing, not including self-service storage	1 per employee on the largest shift or 1 per each 1,000 s.f., whichever is less	1 per 10 parking spaces
Wholesalers	1 per employee on the largest shift	1 per 10 parking spaces

6.04.03 Standards for Parking Lot Design

- A. All off-street parking lots, other than single-family and duplex dwellings, shall be designed to meet the following standards:
1. Parking and loading areas, access aisles, pedestrian walkways, landscaping, and

open space shall be designed as integral parts of an overall development plan and shall properly relate to existing and proposed buildings.

2. For uses that involve the sale, repair, rental, or storage of vehicles, required off-street parking spaces shall be identified for customers and distinguished from spaces used for the vehicles that are an integral part of the business activity onsite.
 3. The parking lot circulation system shall be contained on-site. Access from one section of the parking lot to another section of the parking shall be entirely on-site.
 4. When dead-end parking bays are included, adequate and safe areas shall be provided for backing and turning around.
 5. Driveways and access aisles shall be interconnected with all existing driveways and access aisles on abutting commercial properties. Where the abutting commercial property is not developed, driveways and access aisles shall be extended to the common property line, so that future interconnection is possible. Each party to the interconnection shall be entitled to a ten (10) percent reduction in the parking requirement. A cross-access easement agreement shall be provided and determined to be acceptable to the City. Upon approval, the easement agreement shall be recorded.
 6. A parking lot shall be designed to prevent backing onto a public right-of-way, other than an alley.
 7. Access to each parking space shall be directly from an access aisle or driveway; all required parking spaces shall be designed to permit entry and exit without moving any other vehicle. No spaces shall be located directly in aisles or driveways.
 8. All parking and loading spaces shall be striped or otherwise marked to indicate their location and area.
 9. No parking space shall be located so as to block emergency access.
 10. Fire lanes shall be posted with appropriate signage, approved by the fire marshal.
 11. All parking spaces shall be delineated by bumper strips or painted curbs.
- B. Parking lot design
1. The design and construction of a parking lot shall comply with the standards set forth in the *Engineering Standards Manual for Fort Walton Beach*.
 2. The dimensions of parking spaces and access aisles shall comply with the standards set forth in the *Engineering Standards Manual for Fort Walton Beach*.
 3. Required design standards for required bicycle parking spaces and facilities are set forth in the *Engineering Standards Manual for Fort Walton Beach*.

6.04.04 Standards for Loading Spaces

The required number of off-street loading spaces is shown in Table 6.04.04. The design and construction of off-street loading spaces shall comply with the standards set forth in the *Engineering Standards Manual for Fort Walton Beach*.

Table 6.04.04. Required Off-Street Loading Spaces.

Use	Required spaces (minimum)
Multifamily residential , 20 to 40 dwelling units	1
Multifamily residential, over 40 dwelling units	2

Use	Required spaces (minimum)
Offices, up to 75,000 s.f.	1
Offices, each additional 25,000 s.f. over 75,000 s.f.	1
Theaters, auditoriums, stadiums, places of general assembly, up to 20,000 s.f.	1
Theaters, , auditoriums, stadiums, places of general assembly, each additional 100,000 s.f. over 20,000 s.f.	1
Commercial uses, up to 30,000 s.f.	1
Commercial uses, each additional 20,000 s.f. over 30,000 s.f.	1
Industrial uses, per 10,000 s.f.	1
Schools, libraries, hospitals, nursing homes, per 100,000 s.f.	1

6.04.05 Standards for Parking Off the Development Site

A. Development may count parking spaces located off the development site in the following circumstances:

1. The development parcel is located in the CG, MX-1, or MX-2 zoning district.
 - a. On-street parking is available within 300 feet of the principal entrance of the building(s) to be served by parking. Distance shall be measured along the most direct walking route from the entrance to the parking.
OR
 - b. An available municipal parking lot is located within 400 feet of the principal entrance of the building(s) to be served by parking. Distance shall be measured along the most direct walking route from the building entrance to the nearest entrance to the municipal parking lot. A municipal parking lot is available when it provides parking to the general area and is not intended to provide off-street parking to support a public or civic structure or use.
OR
 - c. A private off-site parking lot is available within 400 feet of the principal entrance of the building(s) to be served by parking. The parcel containing the private off-site parking lot shall be located on land zoned CG, MX-1, or MX-2. The off-site parking lot shall be provided by the owner of the development parcel to exclusively serve the development parcel.
OR
 - d. A private off-site parking lot is available within 400 feet of the principal entrance of the building(s) to be served by parking. The parcel containing the private off-site parking lot shall be located on land zoned CG, MX-1, or MX-2. The owner of the development parcel and the owner of the parking lot shall enter into an agreement guaranteeing the availability of the parking spaces to be counted to meet parking needs of the development parcel. The agreement shall be a recordable instrument in a form acceptable to the City Attorney. The City shall be a party to the agreement and shall retain enforcement authority. The agreement shall contain covenants running with the lands of both the development parcel and the parcel containing the parking lot.
2. The development parcel is located in the CF or OS zoning district. One (1) of the following situations shall provide parking to meet needs on the development parcel:
 - a. An available municipal parking lot is located within 400 feet of the principal

entrance of the building(s) or uses to be served by parking. Distance shall be measured along the most direct walking route from the building entrance to the nearest entrance to the municipal parking lot.

- b. On-street parking is available within 400 feet of the principal entrance of the building(s) or use to be served by parking. Distance shall be measured along the most direct walking route from the entrance to the parking.
- B. Valet parking
1. A portion of the required off-street parking in CG, MX-1, and MX-2 zoning districts may be provided off of the development site and accessed through a valet service. The property owner shall ensure the availability of the number of spaces required in Table 6.04.02 through provision of a recordable legal instrument acceptable to the City. The agreement shall guarantee the number and location of the off-site parking spaces and the availability of the spaces to the property owner.
 2. In addition, the property owner shall ensure the availability of a valet service through provision of contractual agreements with a valet service that demonstrates the availability of valets to transfer cars from the business location to the off-site parking. Handicapped parking in compliance with ADA requirements shall be provided on-site and is not subject to the valet agreement.

6.04.06 Parking Studies

- A. The required number of parking spaces may be reduced based on the results of a parking study prepared in compliance with the standards of this section. The parking study shall be prepared by a traffic engineer, certified transportation planner, or other professional with expertise in parking.
- B. Parking spaces may be shared by two (2) or more adjacent uses when a parking study prepared in compliance with the standards of this section demonstrates that adequate parking will be available to meet all parking needs.
- C. Development located in the MX-1 or MX-2 zoning districts shall share parking. A parking study shall be prepared in compliance with the standards of this section to demonstrate the amount of parking required.
- D. The Development Administrator may require a parking study when the characteristics of the proposed development is believed to require a greater or lesser number of parking and/or loading spaces than established by the standards in Sections 6.04.02 and 6.04.04.
- E. A parking study shall include estimates of parking requirements based on one (1) of the following sources:
 1. Urban Land Institute;
 2. Institute of Traffic Engineers;
 3. American Planning Association;
 4. Traffic Institute; or
 5. A study of parking requirements prepared by a Traffic Engineer based on data collected demonstrating the actual parking needs of comparable uses. Uses shall be considered comparable based on type of use, density, or intensity of development, scale, bulk, and location. The study shall clearly document the location of parking counts, and the time of the counts (week days, weekends, peak use periods, and season).

- F. The parking study shall also include an analysis of the extent to which a transportation system management program and use of alternative forms of transportation lessen the parking requirement. The following factors shall be considered:
1. Public transportation satisfies transportation demands for a portion of the users of the facility that corresponds to the amount of proposed parking reduction.
 2. The availability and estimated use of private and public ride sharing, such as car pools and van pools.
 3. The availability of subscription bus service.
 4. Parking charges.
 5. The guaranteed provision of annual employee or customer bus passes by the development occupying the development site.
 6. The implementation of guaranteed flexible work hour scheduling.
 7. The establishment of a transportation coordinator position to implement a car pool, van pool, and/or other transit programs.
 8. The reduction in parking spaces corresponds to the percentage of residents, employees, and customers who regularly walk, use bicycles and other non-motorized forms of transportation, or use mass transportation to travel to the facility. Documentation of the source of this data shall be provided.
- G. The parking study may demonstrate a deferral of the provision of otherwise required parking spaces provided that the following standards are met:
1. A parking plan is provided to demonstrate that sufficient space is available to meet the parking requirements set forth in Section 6.04.02.
 2. A parking plan is provided that illustrates the layout for the required number of spaces, designating the spaces to be deferred.
 3. Spaces proposed for deferral shall not be used for required landscaping, required buffers, required setbacks, or stormwater management.
 4. A parking plan shall demonstrate full compliance with all design requirements of this LDC, except for the design and construction of deferred spaces.
 5. The parking plan shall include a written agreement, in the form of a recordable instrument approved by the City Attorney, guaranteeing conversion of the deferred spaces to paved spaces in full compliance with the standards of this LDC, based upon the City's determination that the deferred spaces are necessary for the safety and welfare of the public. The City shall be a party to the agreement. The agreement shall include a requirement that the property owner shall be responsible for any expenses of a traffic and/or parking study to address the need for the deferred spaces.
 6. The property owner may at any time request approval of a revised development plan to allow converting the deferred spaces to operable parking spaces.
- H. A parking study to support shared parking requirements shall meet the following standards:
1. The parking spaces for joint use shall be located within 300 feet of the respective uses they are intended to serve.
 2. The study shall include sufficient data to demonstrate that the hours of maximum demand for parking at the respective uses do not normally overlap.
 3. The study shall contain sufficient information to demonstrate that the joint use of

parking and subsequent reduction in the total number of otherwise required parking spaces will not have a negative impact on adjacent properties.

4. The owner of parcels proposing to share parking shall enter into an agreement guaranteeing the joint access and use of the parking spaces to meet parking needs of all properties represented in the agreement. The agreement shall be a recordable instrument in a form acceptable to the City Attorney. The City shall be a party to the agreement and shall retain enforcement authority. The agreement shall contain covenants running with the lands of all parcels relying on the shared parking arrangement. The agreement shall include provisions for maintenance of the shared parking facility. The agreement shall also include provisions that address discontinuance of one (1) or more uses and a change in one (1) or more uses resulting in an increased parking need. The agreement shall contain covenants running with the lands of all development parcels relying on the shared parking arrangement.

6.05.00 STANDARDS FOR STACKING LANES AND DRIVE-THROUGH FACILITY LANES

6.05.01 Stacking Space Requirements

All facilities providing drive-up or drive-through service shall provide on-site stacking lanes in accordance with the following standards:

- A. The amount of stacking space required is set forth in Table 6.05.01. Where a use that is not listed in this table is proposed to include drive-up or drive-through service, the Development Administrator shall determine the stacking requirement. Determination shall be based on the requirements for a substantially comparable use, considering traffic generation, intensity of development, scale of development, and hours of operation.

Table 6.05.01. Stacking Space Requirements for Drive-up and Drive-Through Services.

Use	Required spaces (minimum)
Automobile repair facility	2 vehicles per service bay
Car wash facility, automatic	3 vehicles per lane
Drug store or pharmacy	4 vehicles per lane
Financial institution	4 vehicles for the first lane and 2 vehicles per lane for each additional lane
Food or beverage center	4 vehicles per lane
Fast food restaurant	6 vehicles per lane

6.05.02 Design Requirements for Stacking Lanes

- A. Stacking lane distance shall be measured from the service window to the property line bordering the furthest street providing access to the facility. Stacking distance shall be computed at eighteen (18) feet per vehicle.
- B. The facilities and stacking lanes shall be located and designed to minimize turning movements in relation to the driveway access to streets and intersections.
- C. On-site parking lots, pedestrian areas, and drive-through lanes shall be designed to avoid pedestrians crossing drive-through lanes.
- D. Vehicular traffic from stacking lanes shall not encroach on the public right-of-way.

- E. A separate bypass lane around the drive-through facility shall be provided.
- F. Stacking lanes shall not be located within a designated delivery area or area designated for loading spaces.

6.06.00 REQUIREMENTS FOR TRANSIT STOPS

<Reserved>