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Exhibit "A"

TEXT AMENDMENT

The proposed text amendment is provided and shown in ~~strikethrough~~ or underline formatting.

Chapter 10 – TRANSPORTATION MANAGEMENT

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Section 1005. - Off-Street Parking.

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1005.4. – Expansion or Reduction in Number of Required Parking Spaces.

~~Except as provided in Section 1005.7.C, Location of Vehicular Use Areas in required yards, a~~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 expanded, 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.~~Variations in required parking may be approved by the Department Director through the following provisions:

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~~ that the parking spaces were intended to serve.

The following options may be used to reduce parking need:

- 1. Parking Study.** A parking study may be provided by the property owner/agent to demonstrate that the actual parking demand is substantially lower than those required by LDC 1005.3.A.
- 2. ITE Parking Generation Manual.** In lieu of a parking study, the property owner/agent may provide a written narrative demonstrating that the expected parking demand is lower than the requirements established in this chapter and uses the latest version of the ITE Parking Generation Manual average for the applicable use to demonstrate that the parking demand is lower than that required by LDC 1005.3.A.
- 3. ~~B.~~ Replacement with Bicycle Spaces.** Designated vehicular parking spaces may be reduced by providing designated parking spaces for bicycles, golf carts, motorbikes and/or motorcycles with signages. These spaces may account for up to 5% of the total number of spaces, but not when the total required parking is less than 25 spaces.
- 4. ~~C.~~ Preservation of Trees.** The number of required parking spaces may be reduced by up to 10% where necessary to protect existing trees and/or existing natural plant communities, as defined in Section 700, Tree Protection.
- 5. ~~E.~~ 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 20%, with sufficient justification provided by the applicant, as stated in Section 1005.5.B.

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B. Proximity to Transit. The number of required parking spaces may be reduced by 15% if there is a transit stop within a ¼ mile measured from the transit stop along the sidewalk or pedestrian-way to any accessible property entrance and the following conditions are met:

1. Pedestrian connectivity, such as crosswalks and sidewalks, between the proposed development and the transit stop is demonstrated on an aerial map; and
2. The use is multifamily residential housing; or

Alternatively, the following table may be utilized for affordable multifamily residential housing provided that a LURA is recorded with Manatee County and pedestrian connectivity is shown between the bus stop(s) and the property boundary. The standard number of ADA spaces are still required.

For every affordable unit at the AMI shown below:

Table 10-3.1: Affordable Housing Reductions

| <u>Level of Affordability</u> | <u>1 distinct bus route stop within 1/4 mile</u> | <u>2 distinct bus route stops within 1/4 mile</u> | <u>3 distinct bus route stops within 1/4 mile</u> |
|-------------------------------|--|---|---|
| <u>80% AMI or lower</u> | <u>30% Reduction</u> | <u>50% Reduction</u> | <u>75% Reduction*</u> |
| <u>60% AMI or lower</u> | <u>50% Reduction</u> | <u>75% Reduction*</u> | <u>100% Reduction*</u> |

*Drop-off area is required with accessibility to building entrance. Dimensions of drop off area are that of a parallel parking space with a bypass lane. Drop-Off Areas are designated for passenger drop-off and pick-up only with accessibility to building's entrance; designed parallel to the curb with safety markers, such as delineator posts, raised pavement, or chevron markings for pedestrian safety and an associated by-pass lane for vehicle separation.

C. Proximity to Dwelling Units for Neighborhood Serving Commercial. The number of parking spaces required may be reduced by up to 25% in the following circumstances:

1. 1% reduction for every 10 dwelling units within a ¼ mile of the property provided there is pedestrian connectivity between the dwelling units and the proposed development shown on an aerial map, or
2. 1% reduction for every 20 dwelling units within a ½ mile of the property, provided there is continuous bicycle connectivity between the dwelling units and the proposed development, shown on an aerial map, and for every space regular parking space that is reduced a bicycle rack space or golf cart parking space is provided.

Section C may only be applied cumulatively to Section B up to a 25% reduction per commercial development.

D. Expansion in Need ~~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.

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