Continued Ordinance 26-21
to November 19, 2026,
after 5 p.m., or as soon thereafter
as same may be heard
at the Manatee County.

October 8, 2026 - Land Use Meeting

## Subject

**Ordinance No. 26-21 / LDCT-26-03 Parking Minimums County-Initiated Land Development Code Text Amendment - PLN2604-0157 - Rachel Layton, AICP, Planning Division Manager/Impact Fee Administrator- Legislative - County-Wide**
Amending the Manatee County Land Development Code; Amending Chapter 10, Transportation Management, Section 1005, Off-Street Parking, Subsection 1005.4, Expansion or Reduction in Number of Required Parking Spaces, Amending Design Standards for Parking Spaces, revising standards in this subsection related to required parking spaces, and amending design standards for parking spaces.

**Category**
ADVERTISED PUBLIC HEARINGS (Presentations Upon Request)

**Briefings**
Briefing Provided Upon Request

**Contact and/or Presenter Information**
Presenter: Rachel Layton, AICP, Planning Division Manager/Impact Fee Administrator, 941-748-4501 ext. 6862, rachel.layton@mymanatee.org
Contact: Abigail Bonds, Planning and Zoning Tech III, 941-748-4501 x3927, Abigail.bonds@mymanatee.org

**Action Requested**
**ALTERNATIVE MOTIONS**

**APPROVAL**
Based upon the staff report, evidence presented, comments made at the Public Hearing, the action of the Planning Commission, and finding the request to be CONSISTENT with the Manatee County Comprehensive Plan and in accordance with the criteria for Land Development Code Text Amendments in Section 341 of the Land Development Code, I move to ADOPT Manatee County Ordinance No. 26-21 / LDCT-26-03, amending the Land Development Code as detailed herein.

**DENIAL**
Based upon the staff report, evidence presented, comments made at the Public Hearing, the action of the Planning Commission, and finding the request to be INCONSISTENT with the Manatee County Comprehensive Plan and not in accordance with the criteria for Land Development Code Text Amendments in Section 341 of the Land Development Code, I move to DENY Manatee County Ordinance No. 26-21 / LDCT-26-03.

**PLANNING COMMISSION RECOMMENDED MOTION**
I move to table Ordinance 26-21 until Senate Bill (SB) 180 is resolved.

**Enabling/Regulating Authority**
Manatee County Comprehensive Plan
Manatee County Land Development Code
Florida Statutes 1013.33(5)

**Applicable Advisory Board**

**PLANNING COMMISSION ACTION**:

- On August 13, 2026, by a vote of 6-0, the Planning Commission voted to recommend the Board of County Commissioners table Ordinance 26-21 until Senate Bill (SB) 180 is resolved with Member Ziegler absent.

**PUBLIC COMMENT AND CORRESPONDENCE:**
August 13, 2026– Planning Commission

- There was no Public Comment.
- Updated reviewing Attorney to Sarah Schenk and public comments were entered into the record

**Background Discussion**

- Request:

  The proposed Land Development Code Text (LDCT) Amendment is to revise standards related to the required number of parking spaces. This amendment is intended to modify requirements in the code related to parking minimums and their corresponding parking maximums. The intent of the amendment is to make parking requirements more flexible and allow a market driven approach that permits applicants to accommodate their needs. Considerations include transit availability, elimination of required overparking or required under-parking, use of the Institute of Transportation Engineers (ITE) Parking Generation Manual, and proximity of services to dwelling units. Overall, this amendment greatly increases flexibility in relation to parking requirements and allows applicants to respond to market driven demands.

  Sections Amended: Chapter 10 – Transportation Management specifically Section 1005 – Off Street Parking, subsection 1005.4 Reduction in Required Parking Spaces

- Conclusion:

  The proposed amendment is consistent with the Comprehensive Plan and Land Development Code.

PLANNING COMMISSION ACTION:

- On August 13, 2026, by a vote of 6-0, the Planning Commission voted to recommend the Board of County Commissioners table Ordinance 26-21 until Senate Bill (SB) 180 is resolved with Member Ziegler absent.

BOARD OF COUNTY COMMISSIONERS ACTION:

• On September 3, 2026, the Board of County Commissioners held the first of two required public hearings. No action was necessary at that hearing.

PUBLIC COMMENT AND CORRESPONDENCE:

August 13, 2026– Planning Commission

• There was no Public Comment.

• Updated reviewing Attorney to Sarah Schenk and public comments were entered into the record.

September 3, 2026 – Board of County Commissioners

• Public Comments:
  - Rodney Kwiatkowski reviewed the County's Fire Code access requirements.
  - Glen Gibellina opposed minimum parking requirements in the County.

• Nothing was entered into the record.

**Attorney Review**

Other (Requires explanation in field below) Schenk

Sarah Schenk reviewed and responded by email to Matter #FY25/26-0384 on July 13 and 20, 2026.

**Instructions to Board Records**

Please ensure the Chairman signs page 4 of the attached Ordinance.

Please forward a copy of the executed document and letter from the Florida Department of State to bobbi.roy@mymanatee.org.

**Cost and Funds Source Account Number and Name**

N/A

**Amount and Frequency of Recurring Costs**

N/A

**Board of County Commissioners: October 8, 2026**

**ORDINANCE NO. 26-21 / LDCT-26-03**
**PARKING MINIMUMS**
**COUNTY-INITIATED LAND DEVELOPMENT CODE TEXT AMENDMENT**
**PLN2604-0157**

**AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF MANATEE COUNTY, FLORIDA, AMENDING THE MANATEE COUNTY LAND DEVELOPMENT CODE; PROVIDING FOR PURPOSE AND INTENT; PROVIDING FINDINGS; AMENDING CHAPTER 10, TRANSPORTATION MANAGEMENT, SECTION 1005, OFF-STREET PARKING, SUBSECTION 1005.4, EXPANSION OR REDUCTION IN NUMBER OF REQUIRED PARKING SPACES, AMENDING DESIGN STANDARDS FOR PARKING SPACES, REVISING STANDARDS IN THIS SUBSECTION RELATED TO REQUIRED PARKING SPACES, AMENDING DESIGN STANDARDS FOR PARKING SPACES; PROVIDING FOR OTHER AMENDMENTS AS MAY BE NECESSARY FOR INTERNAL CONSISTENCY; PROVIDING FOR CODIFICATION; PROVIDING FOR APPLICABILITY; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.**

| | |
|---|---|
| **Planning Commission:** | **08/13/2026** |
| **BOCC (First Public Hearing):** | **09/03/2026** |
| **BOCC (Second Public Hearing-Adoption):** | **10/08/2026** |

## ALTERNATIVE MOTIONS

**APPROVAL**
**Based upon the staff report, evidence presented, comments made at the Public Hearing, the action of the Planning Commission, and finding the request to be CONSISTENT with the Manatee County Comprehensive Plan and in accordance with the criteria for Land Development Code Text Amendments in Section 341 of the Land Development Code, I move to ADOPT Manatee County Ordinance No. 26-21 / LDCT-26-03, amending the Land Development Code as detailed herein.**

**DENIAL**
**Based upon the staff report, evidence presented, comments made at the Public Hearing, the action of the Planning Commission, and finding the request to be INCONSISTENT with the Manatee County Comprehensive Plan and not in accordance with the criteria for Land Development Code Text Amendments in Section 341 of the Land Development Code, I move to DENY Manatee County Ordinance No. 26-21 / LDCT-26-03.**

**PLANNING COMMISSION RECOMMENDED MOTION**
**I move to table Ordinance 26-21 until Senate Bill (SB) 180 is resolved.**

## PLANNING COMMISSION ACTION:

- **On August 13, 2026, by a vote of 6-0, the Planning Commission voted to recommend the Board of County Commissioners table Ordinance 26-21 until Senate Bill (SB) 180 is resolved with Member Ziegler absent.**

**BOARD OF COUNTY COMMISSIONERS ACTION:**

- **On September 3, 2026, the Board of County Commissioners held the first of two required public hearings. No action was necessary at that hearing.**

**PUBLIC COMMENT AND CORRESPONDENCE:**

**August 13, 2026– Planning Commission**

- **There was no Public Comment.**
- **Updated reviewing Attorney to Sarah Schenk and public comments were entered into the record.**

**September 3, 2026 – Board of County Commissioners**

- **Public Comments:**
  - **Rodney Kwiatkowski reviewed the County's Fire Code access requirements.**
  - **Glen Gibellina opposed minimum parking requirements in the County.**
- **Nothing was entered into the record.**

**BACKGROUND INFORMATION:**
The proposed Land Development Code Text (LDCT) Amendment is to revise standards in Chapter 10 – Transportation Management specifically Section 1005 – Off Street Parking, Subsection 1005.4 Reduction in Required Parking Spaces. This amendment is intended to modify requirements in the code related to parking minimums and their corresponding parking maximums. The intent of the amendment is to make parking requirements more flexible and allow a market driven approach that permits applicants to accommodate their needs. Considerations include transit availability, elimination of required overparking or required under-parking, use of the Institute of Transportation Engineers (ITE) Parking Generation Manual, and proximity of services to dwelling units. Overall, this amendment greatly increases flexibility in relation to parking requirements and allows applicants to respond to market driven demands.

In the Manatee County Strategic Plan, Board Priorities 2026, under Section 2. Regulatory and Flexibility and Barrier Removal, elimination of minimum lot sizes and parking ratios are listed as the first priority. During the January 7, 2025, Board of County Commissioners' (BOCC) Special Work Session, it was first mentioned that parking ratios are problematic. On January 6, 2026, during the State of the Chair session, the BOCC elaborated on this concept and it was explained that the intent for the elimination of parking ratios is to enable a market driven approach that allows applicants to come to the table with concepts and provide solutions that are not legacy driven and will fill in gaps in the County.

*Positive Considerations*
Applicants will be able to accommodate their parking needs and provide the correct amount of parking for commercial businesses or residential housing developments. Both increases and reductions in parking may create economic success for applicants who can then accommodate more customers or avoid unnecessary development costs. Parking reductions may result in less impervious surface in the County, encourage infill development, and encourage greater transit ridership. Reductions in parking for neighborhood serving commercial uses when proximate to dwelling units may increase pedestrian activity.

*Negative Considerations*
The primary negative consideration is that when on-site parking is insufficient, drivers may park in non-designated areas such as fire lanes, internal drive aisles, loading zones, and landscape buffers. Drivers may block fire hydrants and reduce circulation and turning radii causing hazardous conditions. Fire and medical services that are responding to emergencies may then be faced with delayed access. Secondarily, the increases that this amendment allows in parking spaces could increase impervious surface in the County. However, a mitigating factor is that new standards are being put in place that encourage applicants to design parking areas in a manner that provides accessible and high-quality space when they ask for significantly greater parking areas than is currently allowed.

While applicants often appropriately analyze market demands and operational needs, a complete elimination of parking standards could allow applicants to propose uses in locations that do not have the parking to safely accommodate the intensity of the use. The absence of baseline standards could incentivize some applicants to intentionally under-park projects to maximize building area, reduce development costs, or build density beyond what a site can practically support. Conversely, the absence of parking standards could allow for excessive overparking that greatly increases impervious surfaces and leads to inefficient uses of land. For these reasons, this amendment maintains the current baseline parking standards as a reference point but allows for considerable deviation from them at the request of the applicant. Maintaining

current parking ratio standards in the code preserves staff authority to deny requests that do not meet the standards in the Land Development Code (LDC).

A footnote has been added to the 1005.4 Section to provide clarification on Live Local applications that says the following: “Any reduction in the required number of parking spaces requested by an applicant under the Section 125.01055(7) Florida Statutes , (“Live Local Act” or the “Act”) shall be governed by the reduced parking requirements in the Act in lieu of Section 1005.4, LDC.”

Section 1005.4 as it currently stands in the LDC has details about both increasing or decreasing the number of spaces required. Since the title of this section refers specifically to “Reductions in Number of Required Parking Spaces” the first change will be to the title of the Section to more accurately reflect its content. The new title is “Expansion or Reduction in Number of Required Parking Spaces”.

Section A. will continue to refer to “Reduction in Need” and will now contain all the existing ways to achieve reductions for parking:

Option #1: a parking study that demonstrates reduced demand,
Option #3: replacement with bicycle spaces,
Option #4: preservation of trees, and
Option #5: Watershed Overlay District reductions.

Options 1, 3, 4, and 5 will not substantively change. The newly proposed addition to this section is Option #2, which references the ITE Parking Generation Manual. The 6th Edition of the Institute of Transportation Engineers Parking Generation Manual was released in October 2023 and is the most up to date version of the Manual. This Manual contains data from over 10,000 peak-period parking demands contexts on 100s of different land uses. The Manual details the average peak period parking on a number of different details per use, factors such as peak period demand per square footage, per employee, etc. For example, for a Mini-Warehouse in a ‘general urban/suburban area’, the average rate of peak period parking demand is given per storage unit on a weekday (1.36 spaces) or a Saturday (0.94 spaces), per 1,000 square feet on weekday (0.1 spaces) or per employee (1.57 spaces), etc. The number of studies used in each calculation are also provided. Since a formal parking study can be expensive and cumbersome, Option #2 allows the property owner/agent to reference any ITE Parking average, along with a parking narrative, to substantiate their reduction in parking demand. It will then be at the discretion of the Department Director to determine if the reduction in parking is safe and reasonable. This option gives applicants considerable flexibility to avoid using baseline County parking ratios and meet market driven demand.

Option #6, Coastal Planning Area, has been added with the same language as Option #5. Clarification has been added that Options 3,4,5 and 6 may may be applied cumulatively with total reductions capped at 30%.

Section B. will now consider proximity to transit as a reason to approve parking reductions in certain circumstances. Reduction in required parking is being proposed at 20% if there is demonstrated connectivity between the property entrance and the transit stop within a ~~half~~ mile. The proposed development must be either multifamily residential housing or a community serving, neighborhood serving, or regional serving commercial use excluding mini-warehouses, warehouses or any automobile-oriented uses.

Another potential reduction in parking is proximity to dwelling units for neighborhood serving commercial, added as Section C. This reduction is being capped at 25%. The proposal states for every 10 dwellings units that are within a half mile of walking distance of the proposed neighborhood serving commercial development, a 1% reduction in required parking will be provided. For every 20 dwelling units that are within a mile of the proposed neighborhood serving commercial development with demonstrated bike connectivity, a 1% reduction in required parking will be provided. Additional bike racks are required. Sections C. and B. can work together cumulatively provided they do not go over a 25% reduction in parking per project.

Finally, Section D. speaks about the expansion of parking needs. Currently, property owners/agents must utilize a parking study to go above 10% of the parking minimums. Similarly to Option #2 in the reductions section, the property owner/agent may now request to increase parking based on the latest version of the ITE using any average they choose and providing a parking narrative. If the applicant is proposing an increase in parking using this method, any parking approved higher than 10% of what the code allows for must now follow new standards that are put in place to encourage accessible, integrated and high-quality space. Parking increases will be capped at 30%. These standards are as follows:

1. Parking lot expansion cannot be utilized as a means to impact wetlands.
2. Where feasible, any additional required ADA parking must be connected by dedicated sidewalk to the entrance of the proposed development.
3. In addition to landscaping requirements of LDC Section 701.3.A., groundcover plantings shall be utilized within parking lot islands to fill the remainder of the landscaped island at plant maturity, rather than mulch, rocks, or similar materials. Plantings shall be plant species that are native and/or naturalized to Florida.
4. For every additional parking space, 100 square feet of additional green space must be provided above minimum open space requirements. This additional green space must contain groundcover plantings with plant species that are native and/or naturalized to Florida.
5. For increases over 15%, a shaded outdoor seating area must be provided on the premises.

Altogether, this amendment results in much greater flexibility for proposed developments to accommodate parking demands that better respond to market demands. The Department Director will have the authority under this amendment to deny requests that do not meet the standards in the LDC and ensure that public safety is maintained in the County.

**PROPOSED CHANGES:**

The proposed text amendments are provided below and shown in ~~strikethrough~~ / underline format in attached Exhibit “A” to proposed Ordinance No. 26-21.

In summary, the proposed changes include the following:

**CHAPTER 10, TRANSPORTATION MANAGEMENT**

- Section 1005.4, *Reduction in Number of Required Parking Spaces.*, to edit and revise standards in this subsection related to the required number of parking spaces.

**CONSISTENCY WITH THE LAND DEVELOPMENT CODE:**
The LDC is enacted pursuant to Section 163.3202 of the Florida Statutes and its purpose is to implement the Comprehensive Plan of the County by establishing regulations, procedures, and standards for review and approval of all development and use of land in the unincorporated portions of the County. It states in Section 101, Authority and Purpose, of the LDC that the "Land Development Code is adopted in order to foster and preserve public health, safety, comfort, and welfare in the unincorporated areas of the County." Furthermore, the LDC states that "It is the intent of this Code that the development process in Manatee County be efficient, in terms of time and expense, effective, in terms of addressing the natural resource and public facility implications of proposed development, and equitable, in terms of consistency with established regulations and procedures, respect for the rights of property owners, and the consideration of the interests of the citizens of the County."

Additionally, the proposed LDCT meets LDC Section 341, specifically Section 341.1., Purpose, which states "The text of this Land Development Code may be amended from time to time in accordance with the procedures and standards set forth in this section. The purpose of this section is... only to make adjustments to the text of this Code that are necessary in light of changed conditions or changes in public policy or that are necessary to implement the Comprehensive Plan, to resolve issues of interpretation, or to advance the general welfare of the County." This LDCT aims to resolve issues of interpretation by providing further clarification and advance the general welfare through adherence with local and state statutes.

**CONSISTENCY WITH THE COMPREHENSIVE PLAN:**
Specifically, the proposed LDCT is consistent with Element 13, Property Rights, of the Comprehensive Plan, Goal 13.1, Objective 13.1.1.and Policy 13.1.1.1 as follows:

**GOAL 13.1** Respect judicially acknowledged and constitutionally protected private property rights.

**Objective 13.1.1** Private Property Rights. Ensure private property rights are considered in the local decision-making process.

**Policy 13.1.1.1** In accordance with the legislative intent expressed in ss. 163.3161(10) and 187.101(3) that governmental entities respect judicially acknowledged and constitutionally protected private property rights, the following shall be considered in all local decision making:

1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4. The right of a property owner to dispose of his or her property through sale or gift.

Implementation Mechanism:

(a) Review Land Development Regulations for compliance with this Element.

In the opinion of Staff, LDCT-26-03 is consistent with the Comprehensive Plan and in accordance with Section 341, *LDC Amendments*, of the Land Development Code.

**Attachments**

1. Ordinance No. 26-21 with Exhibit "A" showing amendments in ~~strikethrough~~ / underline formatting
2. Business Impact Statement
3. Public Comment
4. Affidavit of Publishing

**ORDINANCE NO. 26.21 / LDCT-26-03**
**PARKING MINIMUMS**
**COUNTY-INITIATED LAND DEVELOPMENT CODE TEXT AMENDMENT**
**PLN2604-0157**

**AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF MANATEE COUNTY, FLORIDA, AMENDING THE MANATEE COUNTY LAND DEVELOPMENT CODE; PROVIDING FOR PURPOSE AND INTENT; PROVIDING FINDINGS; AMENDING CHAPTER 10, TRANSPORTATION MANAGEMENT, SECTION 1005, OFF-STREET PARKING, SUBSECTION 1005.4, EXPANSION OR REDUCTION IN NUMBER OF REQUIRED PARKING SPACES, REVISING STANDARDS IN THIS SUBSECTION RELATED TO REQUIRED PARKING SPACES, AMENDING DESIGN STANDARDS FOR PARKING SPACES; PROVIDING FOR OTHER AMENDMENTS AS MAY BE NECESSARY FOR INTERNAL CONSISTENCY; PROVIDING FOR CODIFICATION; PROVIDING FOR APPLICABILITY; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.**

**BE IT ORDAINED** by the Board of County Commissioners of Manatee County:

**Section 1. Purpose and Intent.** This Ordinance is enacted to carry out the purpose and intent of, and exercise the authority set out in, the Community Planning Act, Part II of Chapter 163, Florida Statutes, and Chapter 125, Florida Statutes, as amended.

**Section 2. Findings.** The Board of County Commissioners relies upon the following findings in the adoption of this Ordinance:

1. The proposed text amendment includes Chapter 10 – Transportation Management, specifically Section 1005. – Off-Street Parking, Subsection 1005.4 Reduction in number of Required Parking Spaces to edit and revise standards in this subsection related to the required number of parking spaces.

2. The County has initiated Land Development Code Text Amendment No. LDCT-26-03 (the "LDC Text Amendment") to provide updated references and related text in the Land Development Code.

3. The Manatee County Planning Commission has been duly designated in Section 301, Land Development Code as the Local Planning Agency for the County.

4. Section 163.3174(4)c, Florida Statutes, provides that the Local Planning Agency shall review proposed land development regulations and make recommendations to the governing body as to consistency of the proposed land development regulations with the adopted Comprehensive Plan.

5. Section 301.1.D., Land Development Code, authorizes the Planning Commission to hold public hearings and make recommendations as to proposed amendments to the text of the Land Development Code.

6. The Planning Commission, acting in its capacity as the Local Planning Agency, held a duly noticed and advertised public hearing on August 13, 2026, as to the proposed LDC Text Amendment and recommend to the Board of County Commissioners the public hearings regarding proposed Ordinance No. 26-21 be tabled (postponed) due to the status of State Legislation, until such status is concluded, as discussed in the public hearing record.

7. The Board of County Commissioners held a duly noticed and advertised public hearings on September 3, 2026, and October 8, 2026, to receive public comments and consider the recommendation of the Planning Commission as to the LDC Text Amendment.

8. Proposed Ordinance No. 26-21 is consistent with the Comprehensive Plan.

9. The adoption of the LDC Text Amendment will foster and preserve the public health, safety, and welfare and aid in the harmonious, orderly, and secure development of Manatee County and thus will serve a valid public purpose.

**Section 3. Adoption of the Land Development Code Text Amendment.**
The Land Development Code Text Amendment attached to this Ordinance and incorporated herein as Exhibit "A" are hereby adopted as an Amendment to the Land Development Code of the County. The Land Development Code Text Amendment shall consist of the following Chapter and Section of the Land Development Code as set forth in the following Exhibit "A", with deleted text indicated by ~~strikethrough~~ and added text indicated by underline:

**CHAPTER 10, TRANSPORTATION MANAGEMENT**

- Section 1005.4, *Reduction in Number of Required Parking Spaces.*, to edit and revise standards in this subsection related to the required number of parking spaces.

**Section 4. Codification.** The publisher of the County's Land Development Code, CivicPlus, is directed to incorporate the amendment in Section 3 of this Ordinance into the Land Development Code.

**Section 5. Applicability.** The amendment set forth in this Ordinance shall apply to all applications, decisions or controversies pending before the County upon the effective date hereof or filed or initiated thereafter.

**Section 6. Severability.** If any section, sentence, clause, or other provision of this Ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not be construed as to render invalid or unconstitutional the remaining sections, sentences, clauses, or provisions of this Ordinance.

**Section 7. Effective Date.** This Ordinance shall become effective as provided by law.

**PASSED AND DULY ADOPTED,** with a quorum present and voting, by the Board of County Commissioners of Manatee County, Florida, this 8th day of October 2026.

**BOARD OF COUNTY COMMISSIONERS OF MANATEE COUNTY, FLORIDA**

**By:_____**
**Chairperson**

**ATTEST: ANGELINA COLONNESO**
**Clerk of the Circuit Court and Comptroller**

**By:** **_____**
**Deputy Clerk**

**Exhibit "A"**

**TEXT AMENDMENT**

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

**Chapter 10 – TRANSPORTATION MANAGEMENT**

…

**Section 1005. - Off-Street Parking.**

…

**1005.4. – Expansion or Reduction in Number of Required Parking Spaces.**[1]

~~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 explaining how the expected parking demand is lower than the requirements established in this chapter and is based upon the data and analysis contained in the latest version of the ITE Parking Generation Manual average for the applicable use to demonstrate that the parking demand is lower than those 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. **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.
6. **Coastal Planning Area.** Development within the CPA 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.

Options 3,4,5 and 6 may may be applied cumulatively with total reductions capped at 30%.

**B. Proximity to Transit.** The number of required parking spaces may be reduced by 20% if there is an active transit stop within a 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 community service, neighborhood serving , or regional serving commercial use excluding mini-warehouses, warehouses, or automobile-oriented uses; or
3. The use is multifamily residential housing; or

**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 1/2 mile of the proposed neighborhood serving commercial development provided there is pedestrian connectivity between the dwelling units and the proposed neighborhood serving commercial development shown on an aerial map, or
2. 1% reduction for every 20 dwelling units within 1 mile of the property, provided there is continuous bicycle connectivity between the dwelling units and the proposed neighborhood serving commercial development, shown on an aerial map, and for every 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 project.

D. **Expansion of Parking Needs.** ~~**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.

In lieu of a parking study, the property owner/agent may provide a written narrative explaining how the expected parking demand is higher than the requirements established in this chapter and is based upon the data and analysis contained in the latest version of the ITE Parking Generation Manual average for the applicable use to demonstrate that the parking demand is higher than those required by LDC Section 1005.3.A.

Any request for an increase in parking spaces that exceeds 10% for a single use, not to exceed 30%, must implement the following standards:

1. Parking lot expansion cannot be utilized as a means to impact wetlands.
2. Where feasible, any additional required ADA parking must be connected by dedicated sidewalk to the entrance of the proposed development.
3. In addition to landscaping requirements of LDC Sec. 701.3.A., groundcover plantings shall be utilized within parking lot islands to fill the remainder of the landscaped island at plant maturity, rather than mulch, rocks, or similar materials.
4. For every additional parking space, 100 square feet of additional green space must be provided above minimum open space requirements. This additional green space must contain groundcover plantings.
5. For increases over 15%, a shaded outdoor seating area must be provided on the premises.

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

Footnote:

--- ***(1)*** --- Any reduction in the required number of parking spaces requested by an applicant under the Section 125.01055(7) Florida Statutes , (“Live Local Act” or the “Act”) shall be governed by the reduced parking requirements in the Act in lieu of Section 1005.4, LDC.

Development Services
Comprehensive Planning
9000 Town Center Parkway Lakewood Ranch, FL 34202
Phone number: (941) 748-4501

# BUSINESS IMPACT ESTIMATE

In accordance with Section 125.66(3)(a), Florida Statutes, a Business Impact Estimate (BIE) is required to be prepared before enacting certain ordinances and posted on Manatee County's website no later than the date the notice of intent to consider the proposed ordinance is published (which, per Section 125.66, Florida Statutes, is 10 days before the public hearing).

## ORDINANCE 26-21 / LDCT-26-03 - COUNTY-INITIATED LAND DEVELOPMENT CODE TEXT AMENDMENT - PARKING MINIMUMS

**AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF MANATEE COUNTY, FLORIDA, AMENDING THE MANATEE COUNTY LAND DEVELOPMENT CODE; PROVIDING FOR PURPOSE AND INTENT; PROVIDING FINDINGS; AMENDING CHAPTER 10, TRANSPORTATION MANAGEMENT, SECTION 1005, OFF-STREET PARKING, SUBSECTION 1005.4, EXPANSION OR REDUCTION IN NUMBER OF REQUIRED PARKING SPACES, AMENDING DESIGN FOR PARKING SPACES, REVISING STANDARDS IN THIS SUBSECTION RELATED TO REQUIRED PARKING SPACES, AMENDING DESIGN STANDARDS FOR PARKING SPACES; PROVIDING FOR OTHER AMENDMENTS AS MAY BE NECESSARY FOR INTERNAL CONSISTENCY; PROVIDING FOR CODIFICATION; PROVIDING FOR APPLICABILITY; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.**

---

The following types of ordinances are exempt from the BIE requirement under Section 125.66(3)(c), Florida Statutes. As such, if one or more boxes are checked below, Manatee County believes that a BIE is not required by state law for the proposed ordinance referenced above. Manatee County reserves the right to revise this BIE following an initial posting. Notwithstanding, Manatee County is preparing this BIE to prevent an inadvertent procedural issue from impacting the enactment of this proposed Ordinance. Manatee County reserves the right to revise this BIE following its initial posting and to discontinue providing this information for proposed ordinances believed to be exempt under state law.

☐ The proposed ordinance is required for compliance with Federal or State law or regulation.

☐ The proposed ordinance relates to the issuance or refinancing of debt.

☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget.

VACANT District 1 | AMANDA BALLARD District 2 | TAL SIDDIQUE District 3 | MIKE RAHN District 4 | DR. BOB MCCANN District 5 | JASON BEARDEN At Large | GEORGE W. KRUSE At Large

☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant, or other financial assistance accepted by the local government.

☐ The proposed ordinance is an emergency ordinance.

☐ The ordinance relates to procurement.

☒ The proposed ordinance is enacted to implement the following:

a. Part II of Chapter 163, Florida Statutes, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements and development permits

b. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts

c. Section 553.73, Florida Statutes, relating to the Florida Building Code; or

d. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

Consistent with the posting requirement set forth in Section 125.66(3)(a), Florida Statutes, the County hereby publishes the following BIE information for this proposed ordinance on its website for public viewing and consideration on this 20th day of August 2026:

## 1. Summary of Proposed Ordinance, Including a Statement of the Public Purpose to be Served by the Proposed Ordinance, Such as Serving the Public Health, Safety, Morals, and Welfare of the County:

*The proposed Land Development Code Text (LDCT) Amendment is to revise standards in Chapter 10 – Transportation Management specifically Section 1005 – Off Street Parking, subsection 1005.4 Reduction in Required Parking Spaces. This amendment is intended to correct issues with requirements in the code related to parking minimums and their corresponding parking maximums. The intent of the amendment is to ensure parking requirements meet market demands of non-residential uses. Considerations include transit availability, required overparking, required under-parking, and proximity of services to dwelling units. Parking reductions will result in numerous benefits including reductions in impervious surface and greater transit ridership. To mitigate potential negative results of having parking increases, new design standards that encourage accessible and high-quality space are added herein. Overall, this amendment increases flexibility in relation to parking requirements.*

## Estimate of Direct Economic Impact of Proposed Ordinance on Private, For-Profit Businesses in the County, Including the Following (if any):

a. An estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted:

*Private for-profit businesses will not incur any compliance costs.*

b. Any new charge or fee on businesses subject to the proposed ordinance or for which businesses will be financially responsible:

*There will be no charges or fees associated with this amendment.*

c. An estimate of the County's regulatory costs, including an estimate of revenues from any new charges or fees that will be imposed on businesses to cover such costs:

*There will be no regulatory costs, revenues, new charges, or fees associated with this amendment.*

## 2. A Good Faith Estimate of the Number of Businesses Likely to be Impacted by the Ordinance:

*The proposed amendment does not impact businesses economically.*

## 3. Additional Information the Board Determines May be Useful:

*None.*

**From:** Matthew Munroe <matt4munroe@gmail.com>
**Sent:** Wednesday, August 12, 2026 4:37 PM
**To:** Robert Brown <robert.brown@mymanatee.org>; Lorraine Prosser <lorraine.prosser@mymanatee.org>; Bruce Stamm <bruce.stamm@mymanatee.org>; John DeLesline <john.delesline@mymanatee.org>; Matt Bower <matt.bower@mymanatee.org>; Anthony Sciullo <anthony.sciullo@mymanatee.org>; Scott Ziegler <scott.ziegler@mymanatee.org>
**Subject:** Agenda Items 5 and 6

You don't often get email from matt4munroe@gmail.com. Learn why this is important

**CAUTION:This email originated from an external source.**
**Be suspicious of Attachments, Links and Request for Login Information and utilize the REPORT MESSAGE Button in Outlook if you feel this is a Phishing email.**

Good afternoon,

I am writing to offer my enthusiastic endorsement of Ordinance 26-10/LDCT-26-01 (Exemption From Minimum Lot Sizes Within The Urban Service Area) and Ordinance 26-21/LDCT-26-03 (Parking Minimums).

Eliminating minimum lot sizes will allow for small and wonky parcels in the Urban Service Area to be developed into small and affordable housing projects. It will also allow for large parcels in the urban area to be built up into more productive land uses that contribute to our housing needs and the tax base.

Reducing parking minimums is one of the most common-sense zoning reforms which a local government can adopt. Local businesses are the best experts in deciding how much parking they will actually require, not completely arbitrary government regulations. By reducing these minimums, we can open up hundreds of acres of unused land to development that promotes new local businesses, housing, open space, and a more productive tax base. I would also like to remind the Planning Commission that as the BOCC has noted in the past, the Planning Commission is allowed to make recommendations to the BOCC with an item. I would therefore recommend that the Planning Commission recommend the expansion of this Ordinance to the entire Urban Service Area, rather than requiring a complicated review process to “reduce” parking minimums. There is absolutely no empirical data to suggest that parking minimums should EVER be in place, period. If a property owner doesn’t build enough parking, then they’ll have to reap the consequences. But when too much parking is built, the infrastructure costs to support it far outweigh the productivity is produces, and the taxpayer reaps the consequences. This Ordinance is good in of itself, but should go further.

FURTHER READING:

[How Minimum Lot Size Requirements Maximize the Housing Crisis]

archive.strongtowns.org




[The Case for Ending Parking Minimums]

matthewmunroe.substack.com

Thank you for your time,

Matthew Munroe

# Public Comment

Manatee County Government

**Submitted On:**
Aug 7, 2026, 04:47PM EDT

| | |
|---|---|
| **Full Name** | **First Name:** Glen GADFLY<br>**Last Name:** Gibellina |
| **Email** | Glengibellina@gmail.com |
| **Which meeting is this public comment for? (Please select date of meeting)** | August 13, 2026 |
| **Topic/Agenda Item** | Ordinance No. 26-21 / LDCT-26-03 Parking Minimums County-Initiated Land Development Code Text Amendment - PLN2604-0157 - Elizabeth Shulman, Senior Planner - Legislative - County-Wide |
| **Comment** | Here are my concerns<br>No Guaranteed "Affordability" Requirement Need a LURA<br><br>Unless the exemption is explicitly tied to long-term income-restricted or attainable housing caps, developers could simply build smaller, high-density market-rate homes that maximize profit per square foot without delivering relief to low- or moderate-income residents.<br><br>This Planning Board should be asking these questions<br>Is the exemption tied to affordability? Does a developer get the lot size exemption automatically, or must a percentage of units be designated as attainable/affordable housing?<br><br>What are the setback and coverage safeguards? While lot size is exempt, will minimum side/rear setbacks, height limits, and maximum lot coverage rules still apply to prevent overcrowding?<br><br>Is there a sunset clause? How long is the "limited period of time" for applications, and what happens once that window closes?<br><br>What ever happen to form based codes ????? |

**From:** Matthew Munroe <matt4munroe@gmail.com>
**Sent:** Wednesday, September 2, 2026 6:38 PM
**To:** Robert McCann <drbob.mccann@mymanatee.org>; Tal Siddique <tal@mymanatee.org>; George Kruse <george.kruse@mymanatee.org>; Jason Bearden <jason.bearden@mymanatee.org>; Mike Rahn <mike.rahn@mymanatee.org>; Amanda Ballard <amanda.ballard@mymanatee.org>
**Subject:** Land Use 9/3/26 Agenda Items 11 & 12

You don't often get email from matt4munroe@gmail.com. Learn why this is important

**CAUTION:This email originated from an external source.**
**Be suspicious of Attachments, Links and Request for Login Information and utilize the REPORT MESSAGE Button in Outlook if you feel this is a Phishing email.**

Good afternoon,

I am writing to offer my enthusiastic support for Ordinance 26-10/LDCT-26-01 (Exemption From Minimum Lot Sizes Within The Urban Service Area) and Ordinance 26-21/LDCT-26-03 (Parking Minimums).

1. Eliminating minimum lot sizes will allow for current small parcels in the Urban Service Area to be developed into affordable housing projects. Say someone owns a vacant lot which, for reasons lost to history, is 5,000 sq. ft., and is zoned RSF-4.5. Why shouldn't this property owner be allowed to build a small house on this property? All our other land development rules still apply. Cottage courts, a picturesque and affordable style of development currently impossible to build due to our land use regulations, would be one step closer to feasibility.

With regard to affordability: This amendment will make it easier for affordable housing projects to pencil out financially, and increase the stock of lots which can be built on to begin with. I can hardly imagine many of our big-name market-rate developers will be begging to build on a 5,000 sq. ft. infill lot. And even if we do see market-rate developments on small lots, they'll still be cheaper than other homes (by the nature of price and square footage) and studies (attached in further reading) have shown that new market-rate housing does contribute to improved housing affordability overall.

2. Reducing parking minimums is one of the most common-sense zoning reforms which a local government can adopt. Local businesses are the best experts in deciding how much parking they will actually require, NOT completely arbitrary government regulations. Why should Manatee County require, by law, that every bar have 1 parking spot for every 2 seats? To make sure people can drive home after drinking? By reducing these minimums, we can relieve one of the many nonsensical regulatory pressures faced by small, local businesses. Additionally, we can open up hundreds of acres of unused, empty, parking lots to development that promotes new local businesses, housing, open space, and a more productive tax base. Most importantly, the development opportunities in the urban core which this amendment would create will relieve the demand pressure of development on our rural lands.

The costs of parking apply to both small developers and local government. Imagine if every restaurant was mandated to provide a free dessert with every meal. They'd increase the price of a meal. Parking minimums work the same way for real estate. For local governments, vast

parking lots spread out development over great distances, decreasing the taxable value of the land, while requiring greater infrastructure (pipes, roads, etc) to support it.

Yes, at present, must of us drive everywhere. But if we want to support alternatives to driving (which if you want less traffic, you should), then we need to make land use decisions that support those alternatives. When we build homes 100 yards from Publix instead of a mile away, you'll get more people walking to get groceries, and less people on the roads creating traffic. And personally, I would much rather have a County of homes, businesses, and trees, than a County of endless stretches of asphalt in the hot Florida sun.

And if you need a plumber, or electrician, or some other utility or support at your residence, and the developer didn't build enough parking (a concern I don't think is realistic/common at all) they'll park on the side of the street. As they currently do in the most of the County already.

I would also like to recommend that this amendment really should apply to the entire Urban Service Area, rather than requiring a review process to "reduce" parking minimums. There is absolutely no good evidence that parking minimums should EVER be in place, period. If a property owner doesn't build enough parking, then they'll have to reap the consequences. But when too much parking is built, the taxpayer reaps the consequences. This amendment is good in of itself, but should go further.

FURTHER READING (Minimum Lot Sizes):

* https://archive.strongtowns.org/journal/2024/12/10/how-minimum-lot-size-requirements-maximize-the-housing-crisis

* https://www.sciencedirect.com/science/article/abs/pii/S0094119021000656

* https://www.upjohn.org/research-highlights/new-construction-makes-homes-more-affordable-even-those-who-cant-afford-new-units

* https://www.cnu.org/publicsquare/2019/08/29/testing-new-ideas-cottage-courts

FURTHER READING (Parking Minimums):

* https://www.strongtowns.org/parking

* https://www.kittelson.com/ideas/myth-busters-will-removing-parking-minimums-put-a-strain-on-existing-parking-supply/#:~:text=The%20costs%20incurred%20for%20developers,environmental%20consequences%20are%20well%20documented.

* https://youtu.be/vUhOFUQDLQk

* https://www.dropbox.com/scl/fi/hltb06b8y66mw62judone/APA-FreePark-Chap1.pdf?rlkey=tp5s3u1ls3tq2o3n3b8mfkhis&e=1&dl=0

* http://kellyjclifton.com/Research/EconImpactsofBicycling/OTRECReport-ConsBehavTravelChoices_Nov2012.pdf

I encourage the BOCC to vote YES on Agenda Items 11 & 12 at this week's Land Use Meeting.

Thank you for your time,

Matthew Munroe

**MANATEE COUNTY GOVERNMENT**

**STATE OF FLORIDA**

**COUNTY OF MANATEE**

Before the undersigned authority personally appeared **Quantana Acevedo,** who on oath says that she is a **County Employee of Manatee County Government, Manatee County, Florida**; that the attached copy of advertisement, being a public notice in the matters of **Notice of Land Development Code Text Amendment LDCT-26-03 with Business Impact Estimate** for the **Manatee County Board of County Commissioners Land Use Meeting on October 8, 2026,** in Manatee County Florida, was published on the publicly accessible website of Manatee County Government, Manatee County, Florida, of www.mymanatee.org on **September 21, 2026**.

Affiant further says that the website complies with all legal requirements for publication in Chapter 50, Florida Statutes.

By: Quantana Acevedo
Quantana Acevedo, Planning and Zoning Tech III

Sworn to and subscribed before me this 21st day of September 2026, by Quantana Acevedo, who is personally known to me or who has produced (type of identification) as identification.

ROBERTA JO ROY
MY COMMISSION # HH 639380
EXPIRES: February 28, 2029

Roberta Jo Roy
(Signature of Notary Public)

Roberta Jo Roy
(Print Name of Notary Public)

Notary Public
(Title)

My Commission Expires: 2/28/2029

Commission Number: HH 639380

**NOTICE OF LAND DEVELOPMENT CODE CHANGE**

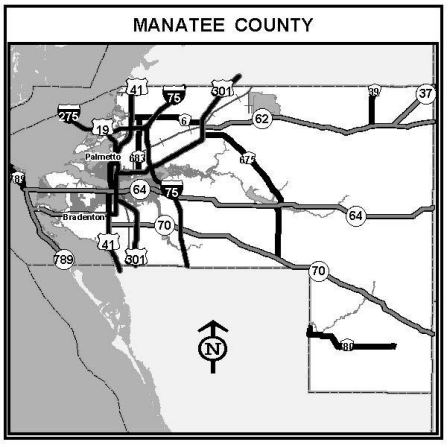
**NOTICE OF PUBLIC HEARING**

The Manatee County Planning Commission will hold a Public Hearing to consider amendments to certain provisions of the Manatee County Land Development Code (Ordinance 15-17, as amended) and make recommendations to the Board of County Commissioners as to the consistency of the proposed Ordinances with the Comprehensive Plan and as to whether the proposed ordinances should be adopted, adopted with modifications, or denied.

| | |
|---|---|
| Date: | October 8, 2026 |
| Time: | 5:00 PM or soon thereafter as same may be heard |
| Place: | Manatee County Government Administrative Center<br>1st Floor Honorable Patricia M. Glass Chambers<br>1112 Manatee Avenue West |

**Ordinance 26-21 / LDCT-26-03 Parking Minimums County-Initiated Land Development Code Text Amendment - PLN2604-0157**

An Ordinance of the Board of County Commissioners of Manatee County, Florida, amending the Manatee County Land Development Code; providing for purpose and intent; providing findings; amending Chapter 10, Transportation Management, Section 1005, Off-Street Parking, Subsection 1005.4, Expansion or Reduction in number of Required Parking Spaces, amending Design Standards for Parking Spaces, revising standards in this subsection related to required parking spaces, amending design standards for parking spaces; providing for other amendments as may be necessary for internal consistency; providing for codification; providing for applicability; providing for severability; and providing an effective date.




All interested parties may appear and be heard at the meeting with respect to the proposed Ordinance, subject to proper rules of conduct. Additionally, any written comments filed with the Director of the Development Services Department will be heard and considered by the Planning Commission.

It is important that all parties present their concerns to the Planning Commission in as much detail as possible. The issues identified at the Planning Commission hearing will be the primary basis for the final decision by the Board of County Commissioners. Interested parties may examine the Official

Zoning Atlas, Ordinances, the applications, related documents, and may obtain assistance regarding these matters from the Manatee County Development Services Department, 9000 Town Center Parkway, Lakewood Ranch, Florida, telephone number (941) 748-4501x6878; e-mail to public.comments@mymanatee.org.

The hearing may be continued from time to time to a date and time certain or to no date certain and re-advertised. The public may also provide written comments for the Planning Commission to consider.

Rules of procedure for this public hearing are in effect pursuant to Resolution 25-013. A copy of this Resolution is available for review or purchase from the Development Services Department (see address below).

Please send comments to:

Manatee County Development Services Department
Attn: Agenda Coordinator
1112 Manatee Ave. West 4th Floor
Bradenton, FL 34205
941-748-4501 ext. 6878
Public.comments@mymanatee.org

Interested parties may appear and be heard at the meeting with respect to the proposed ordinances.

Americans with Disabilities: The Board of County Commissioners does not discriminate upon the basis of any individual's disability. Manatee County is committed to providing full access to facilities, programs, and services to all, as well as supporting the employment of qualified individuals with disabilities in its workforce in accordance with federal and state laws and regulations, including the Americans with Disabilities Acts of 1990 (ADA) and as amended ("ADAA"), and 503 and 504 of the Rehabilitation Act of 1973. Anyone requiring reasonable accommodation for this meeting as provided for in the Americans with Disabilities Act (ADA), or assistance with accessing any of these documents, should contact Carmine DeMilio, ADA Compliance Coordinator, at (941)792-4501 ext. 6016 or carmine.demilio@mymanatee.org, as least 3 business days prior to the scheduled meeting. If you are deaf/hard of hearing and require the services of an interpreter, please contact the Florida Relay Service at 711.

According to Section 286.0105, Florida Statutes, if a person decides to appeal any decision made with respect to any matters considered at such meetings or hearings, he/she will need a record of the proceedings, and for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record would include any testimony or evidence upon which the appeal is to be based.

SAID HEARING MAY BE CONTINUED FROM TIME-TO-TIME PENDING ADJOURNMENTS.

MANATEE COUNTY PLANNING COMMISSION
Manatee County Development Services Department
Manatee County, Florida
Date Published: September 21, 2026

Development Services
Comprehensive Planning
9000 Town Center Parkway Lakewood Ranch, FL 34202
Phone number: (941) 748-4501

# BUSINESS IMPACT ESTIMATE

In accordance with Section 125.66(3)(a), Florida Statutes, a Business Impact Estimate (BIE) is required to be prepared before enacting certain ordinances and posted on Manatee County's website no later than the date the notice of intent to consider the proposed ordinance is published (which, per Section 125.66, Florida Statutes, is 10 days before the public hearing).

## ORDINANCE 26-21 / LDCT-26-03 - COUNTY-INITIATED LAND DEVELOPMENT CODE TEXT AMENDMENT - PARKING MINIMUMS

**AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF MANATEE COUNTY, FLORIDA, AMENDING THE MANATEE COUNTY LAND DEVELOPMENT CODE; PROVIDING FOR PURPOSE AND INTENT; PROVIDING FINDINGS; AMENDING CHAPTER 10, TRANSPORTATION MANAGEMENT, SECTION 1005, OFF-STREET PARKING, SUBSECTION 1005.4, EXPANSION OR REDUCTION IN NUMBER OF REQUIRED PARKING SPACES, AMENDING DESIGN FOR PARKING SPACES, REVISING STANDARDS IN THIS SUBSECTION RELATED TO REQUIRED PARKING SPACES, AMENDING DESIGN STANDARDS FOR PARKING SPACES; PROVIDING FOR OTHER AMENDMENTS AS MAY BE NECESSARY FOR INTERNAL CONSISTENCY; PROVIDING FOR CODIFICATION; PROVIDING FOR APPLICABILITY; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.**

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The following types of ordinances are exempt from the BIE requirement under Section 125.66(3)(c), Florida Statutes. As such, if one or more boxes are checked below, Manatee County believes that a BIE is not required by state law for the proposed ordinance referenced above. Manatee County reserves the right to revise this BIE following an initial posting. Notwithstanding, Manatee County is preparing this BIE to prevent an inadvertent procedural issue from impacting the enactment of this proposed Ordinance. Manatee County reserves the right to revise this BIE following its initial posting and to discontinue providing this information for proposed ordinances believed to be exempt under state law.

☐ The proposed ordinance is required for compliance with Federal or State law or regulation.

☐ The proposed ordinance relates to the issuance or refinancing of debt.

☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget.

VACANT District 1 | AMANDA BALLARD District 2 | TAL SIDDIQUE District 3 | MIKE RAHN District 4 | DR. BOB MCCANN District 5 | JASON BEARDEN At Large | GEORGE W. KRUSE At Large

☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant, or other financial assistance accepted by the local government.

☐ The proposed ordinance is an emergency ordinance.

☐ The ordinance relates to procurement.

☒ The proposed ordinance is enacted to implement the following:

a. Part II of Chapter 163, Florida Statutes, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements and development permits

b. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts

c. Section 553.73, Florida Statutes, relating to the Florida Building Code; or

d. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

Consistent with the posting requirement set forth in Section 125.66(3)(a), Florida Statutes, the County hereby publishes the following BIE information for this proposed ordinance on its website for public viewing and consideration on this 21st day of September 2026:

## 1. Summary of Proposed Ordinance, Including a Statement of the Public Purpose to be Served by the Proposed Ordinance, Such as Serving the Public Health, Safety, Morals, and Welfare of the County:

*The proposed Land Development Code Text (LDCT) Amendment is to revise standards in Chapter 10 – Transportation Management specifically Section 1005 – Off Street Parking, subsection 1005.4 Reduction in Required Parking Spaces. This amendment is intended to correct issues with requirements in the code related to parking minimums and their corresponding parking maximums. The intent of the amendment is to ensure parking requirements meet market demands of non-residential uses. Considerations include transit availability, required overparking, required under-parking, and proximity of services to dwelling units. Parking reductions will result in numerous benefits including reductions in impervious surface and greater transit ridership. To mitigate potential negative results of having parking increases, new design standards that encourage accessible and high-quality space are added herein. Overall, this amendment increases flexibility in relation to parking requirements.*

## Estimate of Direct Economic Impact of Proposed Ordinance on Private, For-Profit Businesses in the County, Including the Following (if any):

a. An estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted:

*Private for-profit businesses will not incur any compliance costs.*

b. Any new charge or fee on businesses subject to the proposed ordinance or for which businesses will be financially responsible:

*There will be no charges or fees associated with this amendment.*

c. An estimate of the County's regulatory costs, including an estimate of revenues from any new charges or fees that will be imposed on businesses to cover such costs:

*There will be no regulatory costs, revenues, new charges, or fees associated with this amendment.*

## 2. A Good Faith Estimate of the Number of Businesses Likely to be Impacted by the Ordinance:

*The proposed amendment does not impact businesses economically.*

## 3. Additional Information the Board Determines May be Useful:

*None.*