

## CITY COMMISSION FACT SHEET

**File ID:** 18904

**Title:** AN ORDINANCE OF THE MIAMI CITY COMMISSION, WITH ATTACHMENT(S), AMENDING ORDINANCE NO. 13114, THE ZONING ORDINANCE OF THE CITY OF MIAMI, FLORIDA, AS AMENDED ("MIAMI 21 CODE"), BY AMENDING ARTICLE 1 SECTION 1.2, TITLED "DEFINITION OF TERMS," TO DEFINE ELECTRIC VEHICLE READY AND ARTICLE 3, SECTION 3.6, TITLED "OFF-STREET PARKING AND LOADING STANDARDS," TO REMOVE ELECTRIC VEHICLE CAPABLE PARKING REQUIREMENTS, ARTICLE 4, TABLE 4, TITLED "DENSITY, INTENSITY AND PARKING (T4)," "DENSITY, INTENSITY AND PARKING (T5)," "DENSITY, INTENSITY AND PARKING (T6)," "DENSITY, INTENSITY AND PARKING (CS)," "DENSITY INTENSITY AND PARKING (CI)," "DENSITY, INTENSITY AND PARKING (CI-HD)," "DENSITY, INTENSITY AN PARKING (D1)," "DENSITY, INTENSITY AND PARKING (D2)," AND "DENSITY, INTENSITY AND PARKING (D3)," TO REDUCE PARKING REQUIREMENTS WHEN ELECTRIC VEHICLE READY PARKING IS PROVIDED; MAKING FINDINGS; CONTAINING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN IMMEDIATE EFFECTIVE DATE.

**APPLICANT(S):** James Reyes, City Manager, on behalf of the City of Miami

**PURPOSE:** Request to amend the Miami 21 zoning code to define "electric vehicle ready" parking and reduce required off-street parking standards in certain zoning districts and overlays when electric vehicle-ready parking is provided.

**FINDING(S):**

PLANNING DEPARTMENT: Recommended approval.

PLANNING, ZONING AND APPEALS BOARD: On February 18, 2026, recommended approval with modifications, by a vote of 8-0.



**City of Miami  
Legislation  
Ordinance  
Enactment Number**

City Hall  
3500 Pan American Drive  
Miami, FL 33133  
[www.miamigov.com](http://www.miamigov.com)

**File Number: 18904**

**Final Action Date:**

AN ORDINANCE OF THE MIAMI CITY COMMISSION, WITH ATTACHMENT(S), AMENDING ORDINANCE NO. 13114, THE ZONING ORDINANCE OF THE CITY OF MIAMI, FLORIDA, AS AMENDED ("MIAMI 21 CODE"), BY AMENDING ARTICLE 1 SECTION 1.2, TITLED "DEFINITION OF TERMS," TO DEFINE ELECTRIC VEHICLE READY AND ARTICLE 3, SECTION 3.6, TITLED "OFF-STREET PARKING AND LOADING STANDARDS," TO REMOVE ELECTRIC VEHICLE CAPABLE PARKING REQUIREMENTS, ARTICLE 4, TABLE 4, TITLED "DENSITY, INTENSITY AND PARKING (T4)," "DENSITY, INTENSITY AND PARKING (T5)," "DENSITY, INTENSITY AND PARKING (T6)," "DENSITY, INTENSITY AND PARKING (CS)," "DENSITY INTENSITY AND PARKING (CI)," "DENSITY, INTENSITY AND PARKING (CI-HD)," "DENSITY, INTENSITY AN PARKING (D1)," "DENSITY, INTENSITY AND PARKING (D2)," AND "DENSITY, INTENSITY AND PARKING (D3)," TO REDUCE PARKING REQUIREMENTS WHEN ELECTRIC VEHICLE READY PARKING IS PROVIDED; MAKING FINDINGS; CONTAINING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN IMMEDIATE EFFECTIVE DATE.

WHEREAS, the City of Miami ("City") adopted Ordinance No. 13943 on November 19, 2020, which introduced parking requirements for Electric Vehicle Capable ("EV Capable") parking spaces in Ordinance No. 13114, the Zoning Code of the City of Miami, Florida, as amended ("Miami 21 Code"); and

WHEREAS, the State of Florida preempted local governments from regulating electric vehicle charging stations through the adoption of Senate Bill 1084 in 2024, which is codified as Section 366.94(2), Florida Statutes; and

WHEREAS, the Office of Resilience and Sustainability, in coordination with the Planning Department, proposes to remove language in Article 3, Section 3.6 of the Miami 21 Code pursuant to Section 366.94(2), Florida Statutes; and

WHEREAS, nothing in the state statute prevents a local government from providing incentive programs relating to EV charging stations; and

WHEREAS, the Office of Resilience and Sustainability, in coordination with the Planning Department, has proposed this Miami 21 Code text amendment to incentivize the provision of Electric Vehicle Ready ("EV Ready") parking spaces by reducing parking requirements pursuant to Article 4, Table 4 of the Miami 21 Code; and

WHEREAS, the Planning, Zoning, and Appeals Board ("PZAB") at its meeting on February 18, 2026, following an advertised hearing, adopted Resolution No. PZAB-R-26-008 by

a vote of eight to zero 8-0, Item No. PZAB. 2, recommending approval of this item to the City Commission with the modification/recommendation that parking spaces are publicly available; and

WHEREAS, following the February 18, 2026 PZAB meeting, the legislation was amended to incorporate recommendations from PZAB and stakeholders; and

WHEREAS, language was added to require a certain percentage of nonresidential EV Ready spaces served with Level 2 charging ports or higher be made available for public use, as recommended by the PZAB; and

WHEREAS, the definition of EV Ready was amended to incorporate capabilities of serving Level 2 chargers or higher; and

WHEREAS, the requirement of at least fifty percent (50%) of EV Ready spaces being served by a Level 2 charging port or higher was increased to one hundred percent (100%); and

WHEREAS, the EV Parking Program was removed from areas outside of Transit Oriented Development Areas or Transit Corridors; and

WHEREAS, the EV Parking Program was removed from Transit Corridors, which led to the removal of Appendix J – Wynwood NRD-1 and Appendix P – Wynwood Norte NRD-2 from the legislation by virtue of not qualifying with the omission of Transit Corridors; and

WHEREAS, consideration has been given as to whether the proposed text amendment will further the goals, objectives, and policies of the Miami Comprehensive Neighborhood Plan (“MCNP”), the Miami 21 Code, and other City regulations; and

WHEREAS, consideration has been given as to the need and justification for the proposed text amendment, including changed or changing conditions, that make the passage of the proposed text amendment necessary; and

WHEREAS, this amendment to the Miami 21 Code is found to be in the best interest of the City of Miami and its residents and other stakeholders;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF MIAMI, FLORIDA:

Section 1. The recitals and findings contained in the Preamble to this Ordinance are adopted and incorporated as if fully set forth in this Section.

Section 2. Article 1, Section 1.2 of the Miami 21 Code is hereby amended in the following particulars:<sup>1</sup>

#### “ARTICLE 1. DEFINITIONS

\* \* \*

#### 1.2 DEFINITIONS OF TERMS

\* \* \*

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<sup>1</sup> Words and/or figures stricken through shall be deleted. Underscored words and/or figures shall be added. The remaining provisions are now in effect and remain unchanged. Asterisks indicate omitted and unchanged material.

**Electric Vehicle Ready (EV Ready):** A parking space that contains all components within the EV Capable definition and shall include full circuit installations including minimum 40 Amp input service, 208 or 240 Volt panel, circuit breakers, overprotection devices, raceways or conduit from parking locations to electrical panels, and wiring installed with termination at a receptable or junction box located at the parking locations capable of providing service to a Level 2 charging station or higher.”

Section 3. Article 3, Section 3.6 of the Miami 21 Code is hereby amended in the following particulars:<sup>1</sup>

“ARTICLE 3. GENERAL TO ZONES

\* \* \*

3.6.1 OFF-STREET PARKING STANDARDS

\* \* \*

~~f. 20% of all newly constructed parking spaces must be EV Capable. In no case will this be less than one (1) required space and the calculated number shall always be rounded up for any fraction of a space. This requirement does not apply to dwellings without a designated parking space located on the premises nor does this requirement apply to parking spaces located in the public right-of-way.~~

\* \* \*\*

Section 4. Article 4 of the Miami 21 Code is hereby amended in the following particulars:<sup>1</sup>

“ARTICLE 4. STANDARDS AND TABLES

\* \* \*

TABLE 4 DENSITY, INTENSITY AND PARKING (T4)

|             | RESTRICTED                                                                                                                                                                                                                                                                                                                                           | LIMITED                                                                                                                                                                                                                                                                                                                                              | OPEN                                                                                                                                                                                                                                                                                                                                                 |
|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DENSITY     | 36 UNITS PER ACRE                                                                                                                                                                                                                                                                                                                                    | 36 UNITS PER ACRE                                                                                                                                                                                                                                                                                                                                    | 36 UNITS PER ACRE                                                                                                                                                                                                                                                                                                                                    |
| RESIDENTIAL | Residential uses are permissible as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"><li>• Minimum of 1.5 parking spaces per principal Dwelling Unit.</li><li>• Ancillary Dwelling Unit – Minimum of 1 parking space per Ancillary Dwelling Unit. Within a TOD or Transit Corridor no parking is required.</li></ul> | Residential uses are permissible as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"><li>• Minimum of 1.5 parking spaces per principal Dwelling Unit.</li><li>• Ancillary Dwelling Unit – Minimum of 1 parking space per Ancillary Dwelling Unit. Within a TOD or Transit Corridor no parking is required.</li></ul> | Residential uses are permissible as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"><li>• Minimum of 1.5 parking spaces per principal Dwelling Unit.</li><li>• Ancillary Dwelling Unit – Minimum of 1 parking space per Ancillary Dwelling Unit. Within a TOD or Transit Corridor no parking is required.</li></ul> |

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|  | <ul style="list-style-type: none"> <li>• Minimum of 1 parking space per Dwelling Unit less than 650 square feet that is within the Second Layer of a Podium Liner above the first Story.</li> <li>• Adult Family-Care Homes <ul style="list-style-type: none"> <li>- Minimum of 1 parking space per staff member and 1 space per 4 residents.</li> </ul> </li> <li>• Community Residence – Minimum of 1 parking space per staff member in addition to the parking required for the Dwelling Units.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Residential Density for properties within</li> </ul> | <ul style="list-style-type: none"> <li>• Minimum of 1 parking space per Dwelling Unit less than 650 square feet that is within the Second Layer of a Podium Liner above the first Story.</li> <li>• Live-work – Work component shall provide parking as required by non-residential use in addition to parking required for the Dwelling Units.</li> <li>• Adult Family-Care Homes <ul style="list-style-type: none"> <li>- Minimum of 1 parking space per staff member and 1 space per 4 residents.</li> </ul> </li> <li>• Community Residence – Minimum of 1 parking space per staff member in addition to the parking required for the Dwelling Units.</li> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission</li> </ul> | <ul style="list-style-type: none"> <li>• Minimum of 1 parking space per Dwelling Unit less than 650 square feet that is within the Second Layer of a Podium Liner above the first Story.</li> <li>• Live-work – Work component shall provide parking as required by non-residential use in addition to parking required for the Dwelling Units.</li> <li>• Adult Family-Care Homes <ul style="list-style-type: none"> <li>- Minimum of 1 parking space per staff member and 1 space per 4 residents.</li> </ul> </li> <li>• Community Residence – Minimum of 1 parking space per staff member in addition to the parking required for the Dwelling Units.</li> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission</li> </ul> |
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|  | <p>Resilience Fund Area established in Chapter 62 of the City Code may be increased by up to 100% with contributions to the Resilience Trust Fund as outlined in Chapter 62 of City Code.</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p>approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Residential Density for properties within Resilience Fund Area established in Chapter 62 of the City Code may be increased by up to 100% with contributions to the Resilience Trust Fund as outlined in Chapter 62 of City Code.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces</u></li> </ul> | <p>approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Residential Density for properties within Resilience Fund Area established in Chapter 62 of the City Code may be increased by up to 100% with contributions to the Resilience Trust Fund as outlined in Chapter 62 of City Code.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to</u></li> </ul> |
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|         |                                                                                | <p><u>provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                          | <p><u>EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| LODGING | <ul style="list-style-type: none"> <li>• See City Code, Chapter 23.</li> </ul> | <p>Lodging Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 2 lodging units.</li> <li>• No parking shall be required for lodging units fully contained within the Second Layer of a Podium Liner above the first Story.</li> <li>• Minimum of 1 additional visitor parking space for every 5 lodging units.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to</li> </ul> | <p>Lodging Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 2 lodging units.</li> <li>• No parking shall be required for lodging units fully contained within the Second Layer of a Podium Liner above the first Story.</li> <li>• Minimum of 1 additional visitor parking space for every 5 lodging units.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to</li> </ul> |

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|  |  | <p>thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50% by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project</u></li> </ul> | <p>thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50% by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at</u></li> </ul> |
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|        |  | <u>completion.</u><br><ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <u>time of project completion.</u><br><ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| OFFICE |  | <p>Office Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Limited to the first Story of the Principal Building or Accessory Structure;</li> <li>• Office and Commercial Uses shall be less than 50% Building floor area total.</li> <li>• Minimum of 3 parking spaces for every 1,000 square feet of office use.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50% by</li> </ul> | <p>Office Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1,000 square feet of office use.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50% by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code,** or by one hundred percent</li> </ul> |

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|  |  | <p>process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least</u></li> </ul> | <p>(100%) for any structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |
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|            |  | <u>twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| COMMERCIAL |  | <p>Commercial uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Limited to the first Story of the Principal Building or Accessory Structure;</li> <li>• Office and Commercial Uses shall be less than 50% Building floor area total.</li> <li>• A maximum of 4,000 square feet per establishment.</li> <li>• Minimum of 3 parking spaces for every 1,000 square feet of commercial use.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50% by process of Exception with City Commission approval and payment</li> </ul> | <p>Commercial uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• A maximum of 4,000 square feet per establishment.</li> <li>• Minimum of 3 parking spaces for every 1,000 square feet of commercial use.</li> <li>• Minimum of one Bike space for every 20 vehicular spaces required (before any reductions).</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50% by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any structure with a Floor</li> </ul> |

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|  |  | <p>into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to</u></li> </ul> | <p>Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |
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|       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <u>the public during normal business hours.</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| CIVIC | <p>Civic Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 5,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 10,000 square feet of exhibition or recreation area.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval,** by up to fifty percent (50% by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code,** or by</li> </ul> | <p>Civic Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 5,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 10,000 square feet of exhibition or recreation area.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval,** by up to fifty percent (50% by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code,** or by</li> </ul> | <p>Civic Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 5,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 10,000 square feet of exhibition or recreation area.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval,** by up to fifty percent (50% by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code,** or by</li> </ul> |

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|  | <p>one hundred percent (100%) for any structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p>one hundred percent (100%) for any structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking for civic uses may be provided off-site within a distance of 1,000 feet.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business</u></li> </ul> | <p>one hundred percent (100%) for any structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking for civic uses may be provided off-site within a distance of 1,000 feet.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business</u></li> </ul> |
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| CIVIL SUPPORT | <p>Civil Support Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 800 square feet of Civil Support Use.</li> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking</u></li> </ul> | <p>Civil Support Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 800 square feet of Civil Support Use.</li> <li>• Adult Daycare- Minimum of 1 space per staff member.</li> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand</li> </ul> | <p>Civil Support Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 800 square feet of Civil Support Use.</li> <li>• Minimum of one Bike space for every 20 vehicular spaces required (before any reductions).</li> <li>• Adult Daycare- Minimum of 1 space per staff member.</li> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul> <p>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City</p> |

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|  | <p><u>ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p>(10,000) square feet or less by process of Exception with City Commission approval.***</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p>Code,** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |
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| EDUCATIONAL | <p>Educational Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1,000 square feet of Educational Use.</li> <li>• Schools – Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12.</li> <li>• Childcare Facilities- Minimum of 1 space for the owner/operator and 1 space for each employee, and 1 drop-off space for every 10 clients cared for.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent</li> </ul> | <p>Educational Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1,000 square feet of Educational Use.</li> <li>• Schools – Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12.</li> <li>• Childcare Facilities- Minimum of 1 space for the owner/operator and 1 space for each employee, and 1 drop-off space for every 10 clients cared for.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty</li> </ul> | <p>Educational Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1,000 square feet of Educational Use.</li> <li>• Schools – Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12.</li> <li>• Childcare Facilities- Minimum of 1 space for the owner/operator and 1 space for each employee, and 1 drop-off space for every 10 clients cared for.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty</li> </ul> |

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|  | <p>(100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p>percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> </ul> | <p>percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> </ul> |
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|  |  | <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |
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\* Reserved.

\*\* Properties located within the following areas may utilize the parking reduction provision by process of Waiver:

1. the Downtown Development Authority (“DDA”) boundary;
2. the Urban Central Business District boundary;
3. the OMNI Community Redevelopment Agency(“CRA”) boundary;
4. the SEOPW Community Redevelopment Agency(“CRA”) boundary; and
5. the NCD-2 boundary; and
6. the Opportunity Zones or similar federal programs.

\*\*\* Properties located within the following areas may utilize the parking reduction provision by right:

1. the Downtown Development Authority (“DDA”) boundary;
2. the Urban Central Business District boundary;
3. the OMNI Community Redevelopment Agency(“CRA”) boundary;
4. the SEOPW Community Redevelopment Agency(“CRA”) boundary;
5. the NCD-2 boundary; and
6. the Opportunity Zones or similar federal programs.

**TABLE 4 DENSITY, INTENSITY AND PARKING (T5)**

|               | RESTRICTED                                                                                                                                                                                                                                                                                                                            | LIMITED                                                                                                                                                                                                                                                                                                                               | OPEN                                                                                                                                                                                                                                                                                                                                  |
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| DENSITY (UPA) | 65 UNITS PER ACRE                                                                                                                                                                                                                                                                                                                     | 65 UNITS PER ACRE                                                                                                                                                                                                                                                                                                                     | 65 UNITS PER ACRE                                                                                                                                                                                                                                                                                                                     |
| RESIDENTIAL   | Residential Uses are permissible as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1.5 parking spaces per Dwelling Unit.</li> <li>• Minimum of 1 parking space per Dwelling Unit less than 650 square feet that is within the Second Layer of a Podium Liner above the</li> </ul> | Residential Uses are permissible as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1.5 parking spaces per Dwelling Unit.</li> <li>• Minimum of 1 parking space per Dwelling Unit less than 650 square feet that is within the Second Layer of a Podium Liner above the</li> </ul> | Residential Uses are permissible as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1.5 parking spaces per Dwelling Unit.</li> <li>• Minimum of 1 parking space per Dwelling Unit less than 650 square feet that is within the Second Layer of a Podium Liner above the</li> </ul> |

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|  | <p>first Story.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 additional visitor parking space for every 10 Dwelling Units.</li> <li>• Adult Family-Care Homes - Minimum 1 space per staff member and 1 space per 4 residents.</li> <li>• Community Residence - Minimum of 1 parking space per staff member in addition to the parking required for the principal Dwelling Unit(s).</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD area, one (1) Bicycle Rack Space required per Dwelling Unit.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception</li> </ul> | <p>first Story.</p> <ul style="list-style-type: none"> <li>• Maximum of 1 parking space per Micro Dwelling Unit, with a maximum of 1 additional visitor parking space for every 10 Micro Dwelling Units.</li> <li>• Minimum of 1 additional visitor parking space for every 10 Dwelling Units.</li> <li>• Co-Living: - Minimum of 0.5 parking space per Co-Living Room with a minimum of one (1) additional visitor parking space for every ten (10) Co-Living Rooms. Thirty percent (30%) of required Co-Living Parking may be provided through payment-in-lieu of space of required off-street parking into the designated area Parking Trust Fund identified within City Code Chapter 35 or for TOD areas outside parking trust fund districts, payment-in-lieu shall be made into the Transportation Trust Fund identified within City Code Chapter 35.</li> <li>• Live-work – Work component shall provide parking as required by the non-residential use in addition to parking required for the</li> </ul> | <p>first Story.</p> <ul style="list-style-type: none"> <li>• Maximum of 1 parking space per Micro Dwelling Unit, with a maximum of 1 additional visitor parking space for every 10 Micro Dwelling Units.</li> <li>• Minimum of 1 additional visitor parking space for every 10 Dwelling Units.</li> <li>• Co-Living: - Minimum of 0.5 parking space per Co-Living Room with a minimum of one (1) additional visitor parking space for every ten (10) Co-Living Rooms. Thirty percent (30%) of required Co-Living Parking may be provided through payment-in-lieu of space of required off-street parking into the designated area Parking Trust Fund identified within City Code Chapter 35 or for TOD areas outside parking trust fund districts, payment-in-lieu shall be made into the Transportation Trust Fund identified within City Code Chapter 35.</li> <li>• Live-work - Work component shall provide parking as required by the non-residential use in addition to parking required for the</li> </ul> |
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|  | <p>with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code,** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• Loading - See Article 4, Table 5</li> <li>• Residential Density for properties within Resilience Fund Area established in Chapter 62 of the City Code may be increased by up to 100% with contributions to the Resilience Trust Fund as outlined in Chapter 62 of City Code.</li> <li>• Density achieved through the Resilience Trust Fund program shall be exempt from parking minimum requirements. Parking requirements shall only apply to the base density units.</li> </ul> | <p>Dwelling Unit.</p> <ul style="list-style-type: none"> <li>• Adult Family-Care Homes – Minimum 1 space per staff member and 1 space per 4 residents.</li> <li>• Community Residence – Minimum of 1 parking space per staff member in addition to the parking required for the principal Dwelling Unit(s).</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. For every reduced vehicle parking space, a minimum of one (1) Bicycle Rack Space shall be provided.</li> <li>• Within TOD areas, one (1) Bicycle Rack Space required per Dwelling Unit.</li> <li>• Co-Living – A minimum of .25 Bicycle Rack Space per Co-Living Room is required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to</li> </ul> | <p>Dwelling Unit.</p> <ul style="list-style-type: none"> <li>• Adult Family-Care Homes - Minimum 1 space per staff member and 1 space per 4 residents.</li> <li>• Community Residence - Minimum of 1 parking space per staff member in addition to the parking required for the principal Dwelling Unit(s).</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. For every reduced vehicle parking space, a minimum of one (1) Bicycle Rack Space shall be provided.</li> <li>• Within TOD areas, one (1) Bicycle Rack Space required per Dwelling Unit.</li> <li>• Co-Living - A minimum of .25 Bicycle Rack Space per Co-Living Room is required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by</li> </ul> |
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|  | <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p>thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading – See Article 4, Table 5</li> <li>• Residential Density</li> </ul> | <p>process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> <li>• Residential Density for properties within</li> </ul> |
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|  |  | <p>for properties within Resilience Fund Area established in Chapter 62 of the City Code may be increased by up to 100% with contributions to the Resilience Trust Fund as outlined in Chapter 62 of City Code.</p> <ul style="list-style-type: none"> <li>• Density achieved through the Resilience Trust Fund program shall be exempt from parking minimum requirements. Parking requirements shall only apply to the base density units.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall</u></li> </ul> | <p>Resilience Fund Area established in Chapter 62 of the City Code may be increased by up to 100% with contributions to the Resilience Trust Fund as outlined in Chapter 62 of City Code.</p> <ul style="list-style-type: none"> <li>• Density achieved through the Resilience Trust Fund program shall be exempt from parking minimum requirements. Parking requirements shall only apply to the base density units.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least</u></li> </ul> |
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|         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <u>provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <u>twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| LODGING | <p>Lodging Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 2 lodging units.</li> <li>• No parking shall be required for lodging units fully contained within the Second Layer of a Podium Liner above the first Story.</li> <li>• Minimum of 1 additional visitor parking space for every 10 lodging units.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD area, one (1) bicycle rack space for every five (5) lodging units.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by</li> </ul> | <p>Lodging Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 2 lodging units.</li> <li>• No parking shall be required for lodging units fully contained within the Second Layer of a Podium Liner above the first Story.</li> <li>• Minimum of 1 additional visitor parking space for every 10 lodging units.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD area, one (1) bicycle rack space for every five (5) lodging units.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by</li> </ul> | <p>Lodging Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 2 lodging units.</li> <li>• No parking shall be required for lodging units fully contained within the Second Layer of a Podium Liner above the first Story.</li> <li>• Minimum of 1 additional visitor parking space for every 10 lodging units.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD area, one (1) bicycle rack space for every five (5) lodging units.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by</li> </ul> |

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|  | <p>process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See , Article 4, Table 5.</li> </ul> | <p>process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites</u> within 500 feet of an</li> </ul> | <p>process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading – See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites</u> within 500 feet of an</li> </ul> |
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|        | <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p><u>ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p><u>ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |
| OFFICE |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>Office Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• The first and second Story of the Principal Building and Office and Commercial Uses shall be less than 25%</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>Office Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1,000 square feet of office use.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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|  |  | <p>Building floor area total.</p> <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1,000 square feet of office use.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD area, one (1) Bicycle Rack Space required per 3,000 sq. ft. of Office area.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City</li> </ul> | <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD area, one (1) Bicycle Rack Space required per 3,000 sq. ft. of Office area.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval ;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval<br/>***</li> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for</li> </ul> |
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|  |  | <p>Commission approval.***</p> <ul style="list-style-type: none"> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5.</li> <li>• Notwithstanding the above, if the Office Use solely serves needs of neighborhood children and is affiliated with an abutting approved Rescue Mission, then no parking shall be required.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to</u></li> </ul> | <p>bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5.</li> <li>• Notwithstanding the above, if the Office Use solely serves needs of neighborhood children and is affiliated with an abutting approved Rescue Mission, then no parking shall be required.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent</u></li> </ul> |
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|            |  | <p><u>EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p><u>(10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>    |
| COMMERCIAL |  | <p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• The first and second Story of the Principal Building and Office and Commercial Uses shall be less than 25% Building floor area total.</li> <li>• A maximum area of 55,000 square feet per establishment.</li> <li>• Minimum of 3 parking spaces for every 1,000 square feet of commercial use.</li> <li>• Parking requirement</li> </ul>                                                                                                                                          | <p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• A maximum area of 55,000 square feet per establishment, except for Public Storage Facilities.</li> <li>• Minimum of 3 parking spaces for every 1,000 square feet of commercial use, except for Public Storage Facilities, minimum 1 parking space for every 10,000 square feet with a minimum of 8 parking spaces.</li> </ul> |

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|  |  | <p>may be reduced according to the Shared parking standard, Article 4, Table 5.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD area, one (1) Bicycle Rack Space required per 3,000 sq. ft. of Commercial area.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a</li> </ul> | <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5, except for Public Storage Facilities.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD area, one (1) Bicycle Rack Space required per 3,000 sq. ft. of Commercial area.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval ***</li> <li>• Within a TOD area, twenty percent (20%) of</li> </ul> |
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|  |  | <p>ratio of six (6) Bicycle Rack Spaces for each required parking space.</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments</u></li> </ul> | <p>required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> <li>• Commercial Auto-related, Drive-Thru or Drive-In Facilities - See Article 6.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction</u></li> </ul> |
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|       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p><u>providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p><u>number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>                                                                                                                                                                                                                                                                                                                                    |
| CIVIC | <p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly uses.</li> <li>• Minimum of 1 parking space for every 5,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 10,000 square feet of exhibition or recreation area.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit</li> </ul> | <p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly uses.</li> <li>• Minimum of 1 parking space for every 5,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 10,000 square feet of exhibition or recreation area.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit</li> </ul> | <p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly uses.</li> <li>• Minimum of 1 parking space for every 5,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 10,000 square feet of exhibition or recreation area.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit</li> </ul> |

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|  | <p>Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent</u></li> </ul> | <p>Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> <li>• Notwithstanding the above, if the Civic Use solely serves needs of neighborhood children and is affiliated with an abutting approved Rescue Mission, then no parking shall be</li> </ul> | <p>Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> <li>• Notwithstanding the above, if the Civic Use solely serves needs of neighborhood children and is affiliated with an abutting approved Rescue Mission, then no parking shall be</li> </ul> |
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|               | <p><u>(5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p>required.</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p>required.</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |
| CIVIL SUPPORT | <p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 800</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1000</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1000</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

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|  | <p>square feet of Civil Support Use.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 5 slips of marine use.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission</li> </ul> | <p>square feet of Civil Support Use.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 5 slips of marine use.</li> <li>• Adult Daycare- Minimum of 1 space per staff member.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand</li> </ul> | <p>square feet of Civil Support Use.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 5 slips of marine use.</li> <li>• Adult Daycare- Minimum of 1 space per staff member.</li> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand</li> </ul> |
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|  | <p>approval.***</p> <ul style="list-style-type: none"> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p>(10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> <li>• Notwithstanding the above, if the Civil Support Use is solely serves needs of neighborhood children and is affiliated with an abutting approved Rescue Mission, then no parking shall be required.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking</u></li> </ul> | <p>(10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> <li>• Notwithstanding the above, if the Civil Support Use is solely serves needs of neighborhood children and is affiliated with an abutting approved Rescue Mission, then no parking shall be required.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project</u></li> </ul> |
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|             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p><u>may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>                                                                            | <p><u>completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>                                                        |
| EDUCATIONAL | <p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1,000 square feet of Educational Use.</li> <li>• Schools – Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12.</li> <li>• Childcare Facilities- Minimum of 1 space for the owner/operator and 1 space for each employee, and 1 drop-off space for every 10 clients cared for.</li> </ul> | <p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1,000 square feet of Educational Use.</li> <li>• Schools – Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12 or College/University.</li> <li>• Childcare Facilities- Minimum of 1 space for the owner/operator and 1 space for each employee, and 1 drop-off space for every 10</li> </ul> | <p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1,000 square feet of Educational Use.</li> <li>• Schools – Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12 or College/University.</li> <li>• Childcare Facilities- Minimum of 1 space for the owner/operator and 1 space for each employee, and 1 drop-off space for every 10</li> </ul> |

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|  | <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking ratio may be reduced within ½ mile radius of TOD or within ¼ mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission</li> </ul> | <p>clients cared for.</p> <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking ratio may be reduced within ½ mile radius of TOD or within ¼ mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of</li> </ul> | <p>clients cared for.</p> <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking ratio may be reduced within ½ mile radius of TOD or within ¼ mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of</li> </ul> |
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|  | <p>approval.***</p> <ul style="list-style-type: none"> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p>Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> <li>• Notwithstanding the above, if the Educational Use solely serves needs of neighborhood children and is affiliated with an abutting approved Rescue Mission, then no parking shall be required.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by</u></li> </ul> | <p>Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading- Refer to Article 4, Table 5</li> <li>• Notwithstanding the above, if the Educational Use solely serves needs of neighborhood children and is affiliated with an abutting approved Rescue Mission, then no parking shall be required.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by</u></li> </ul> |
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|  |  | <u>up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u><br>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u> | <u>up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u><br>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u> |
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\* Reserved.

\*\* Properties located within the following areas may utilize the parking reduction provision by process of Waiver:

1. the Downtown Development Authority (“DDA”) boundary;
2. the Urban Central Business District boundary;
3. the OMNI Community Redevelopment Agency(“CRA”) boundary;
4. the SEOPW Community Redevelopment Agency(“CRA”) boundary; and
5. the NCD-2 boundary; and
6. the Opportunity Zones or similar federal programs.

\*\*\* Properties located within the following areas may utilize the parking reduction provision by right:

1. the Downtown Development Authority (“DDA”) boundary;
2. the Urban Central Business District boundary;
3. the OMNI Community Redevelopment Agency(“CRA”) boundary;
4. the SEOPW Community Redevelopment Agency(“CRA”) boundary;
5. the NCD-2 boundary; and
6. the Opportunity Zones or similar federal programs.

**TABLE 4 DENSITY, INTENSITY AND PARKING (T6)**

|               | RESTRICTED                                    | LIMITED                                       | OPEN                                          |
|---------------|-----------------------------------------------|-----------------------------------------------|-----------------------------------------------|
| DENSITY (UPA) | 150 UNITS PER ACRE                            | 150 UNITS PER ACRE *                          | 150-1,000 UNITS PER ACRE *                    |
| RESIDENTIAL   | Residential Uses are permissible as listed in | Residential Uses are permissible as listed in | Residential Uses are permissible as listed in |

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|  | <p>Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1.5 parking spaces per Dwelling Unit.</li> <li>• Minimum of 1 parking space per Dwelling Unit less than 650 square feet that is within the Second Layer of a Podium Liner above the first Story.</li> <li>• Maximum of one (1) parking space per Micro Dwelling Unit, with a maximum of one (1) additional visitor parking space for every ten (10) Micro Dwelling Units.</li> <li>• Minimum of 1 additional visitor parking space for every 10 Dwelling Units.</li> <li>• Adult Family-Care Homes - Minimum 1 space per staff member and 1 space per 4 residents.</li> <li>• Community Residence - Minimum of 1 parking space per staff member in addition to the parking required for the principal Dwelling Unit(s).</li> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD</li> </ul> | <p>Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1.5 parking spaces per Dwelling Unit.</li> <li>• Minimum of 1 parking space per Dwelling Unit less than 650 square feet that is within the Second Layer of a Podium Liner above the first Story.</li> <li>• Maximum of 1 parking space per Micro Dwelling Unit, with a maximum of 1 additional visitor parking space for every 10 Micro Dwelling Units.</li> <li>• Minimum of 1 additional visitor parking space for every 10 Dwelling Units.</li> <li>• Co-Living: - Minimum of 0.5 parking space per Co-Living Room with a minimum of one (1) additional visitor parking space for every ten (10) Co-Living Rooms. Thirty percent (30%) of required Co-Living Parking may be provided through payment-in-lieu of space of required off-street parking into the designated area Parking Trust Fund identified within City Code Chapter 35 or for TOD areas outside parking trust fund districts, payment-in-lieu shall be made into the</li> </ul> | <p>Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1.5 parking spaces per Dwelling Unit.</li> <li>• Minimum of 1 parking space per Dwelling Unit less than 650 square feet that is within the Second Layer of a Podium Liner above the first Story.</li> <li>• Co-Living: - Minimum of 0.5 parking space per Co-Living Room with a minimum of one (1) additional visitor parking space for every ten (10) Co-Living Rooms. Thirty percent (30%) of required Co-Living Parking may be provided through payment-in-lieu of space of required off-street parking into the designated area Parking Trust Fund identified within City Code Chapter 35 or for TOD areas outside parking trust fund districts, payment-in-lieu shall be made into the Transportation Trust Fund identified within City Code Chapter 35.</li> <li>• Maximum of 1 parking space per Micro Dwelling Unit, with a maximum of 1 additional visitor parking space for every 10 Micro Dwelling Units.</li> <li>• Minimum of 1</li> </ul> |
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|  | <p>area, one (1) bicycle rack space required per Dwelling Unit.</p> <ul style="list-style-type: none"> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• In T6-60 &amp; T6-80, parking for residential Uses located within 1,000 feet of a Metrorail or Metromover station shall not be required.</li> </ul> | <p>Transportation Trust Fund identified within City Code Chapter 35.</p> <ul style="list-style-type: none"> <li>• Live-work – Work component shall provide parking as required by the non-residential use in addition to parking required for the Dwelling Unit.</li> <li>• Adult Family-Care Homes- Minimum 1 space per staff member and 1 space per 4 residents.</li> <li>• Community Residence- Minimum of 1 parking space per staff member in addition to the parking required for the principal Dwelling Unit(s).</li> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. For every reduced vehicle parking space, a minimum of one (1) Bicycle Rack Space shall be provided.</li> <li>• Within TOD areas, one (1) Bicycle Rack Space required per Dwelling Unit.</li> <li>• Co-Living – A minimum of .25 Bicycle Rack Space per Co-Living</li> </ul> | <p>additional visitor parking space for every 10 Dwelling Units.</p> <ul style="list-style-type: none"> <li>• Live-work - Work component shall provide parking as required by the non-residential use in addition to parking required for the Dwelling Unit.</li> <li>• Adult Family-Care Homes- Minimum 1 space per staff member and 1 space per 4 residents.</li> <li>• Community Residence- Minimum of 1 parking space per staff member in addition to the parking required for the principal Dwelling Unit(s).</li> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. For every reduced vehicle parking space, a minimum of one (1) Bicycle Rack Space shall be provided.</li> <li>• Within TOD areas, one (1) Bicycle Rack Space required per Dwelling Unit.</li> <li>• Co-Living - A minimum of .25 Bicycle Rack Space per Co-Living</li> </ul> |
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|  | <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> <li>• Residential Density for properties within Resilience Fund Area established in Chapter 62 of the City Code may be increased by up to 100% with contributions to the Resilience Trust Fund as outlined in Chapter 62 of City Code.</li> <li>• Density achieved through the Resilience Trust Fund program shall be exempt from parking minimum requirements. Parking requirements shall only apply to the base density units.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-</u></li> </ul> | <p>Room is required.</p> <ul style="list-style-type: none"> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• In T6-60 &amp; T6-80, parking for residential Uses located within 1,000 feet of a Metrorail or Metromover station shall not be required.</li> <li>• Parking may be provided offsite within</li> </ul> | <p>Room is required.</p> <ul style="list-style-type: none"> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• In T6-60 &amp; T6-80, parking for residential Uses located within 1,000 feet of a Metrorail or Metromover station shall not be required.</li> <li>• Parking may be provided offsite within</li> </ul> |
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|  | <p><u>reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p>1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</p> <ul style="list-style-type: none"> <li>• Loading – See Article 4, Table 5</li> <li>• Residential Density for properties within Resilience Fund Area established in Chapter 62 of the City Code may be increased by up to 100% with contributions to the Resilience Trust Fund as outlined in Chapter 62 of City Code.</li> <li>• Density achieved through the Resilience Trust Fund program shall be exempt from parking minimum requirements. Parking requirements shall only apply to the base density units.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of</u></li> </ul> | <p>1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</p> <ul style="list-style-type: none"> <li>• Loading - See Article 4, Table 5</li> <li>• Residential Density for properties within Resilience Fund Area established in Chapter 62 of the City Code may be increased by up to 100% with contributions to the Resilience Trust Fund as outlined in Chapter 62 of City Code.</li> <li>• Density achieved through the Resilience Trust Fund program shall be exempt from parking minimum requirements. Parking requirements shall only apply to the base density units.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of</u></li> </ul> |
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|         |                                                                                                                                                                                                    | <p><u>spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p><u>spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |
| LODGING | <p>Lodging Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 2 lodging units.</li> <li>• No parking shall be</li> </ul> | <p>Lodging Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 2 lodging units.</li> <li>• No parking shall be</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>Lodging Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 2 lodging units.</li> <li>• No parking shall be</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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|  | <p>required for lodging units fully contained within the Second Layer of a Podium Liner above the first Story.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 additional visitor parking space for every 10 lodging units.</li> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD area, one (1) bicycle rack space for every five (5) lodging units.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000)</li> </ul> | <p>required for lodging units fully contained within the Second Layer of a Podium Liner above the first Story.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 additional visitor parking space for every 10 lodging units.</li> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD area, one (1) bicycle rack space for every five (5) lodging units.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000)</li> </ul> | <p>required for lodging units fully contained within the Second Layer of a Podium Liner above the first Story.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 additional visitor parking space for every 15 lodging units.</li> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD area, one (1) bicycle rack space for every five (5) lodging units.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000)</li> </ul> |
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|  | <p>square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced</u></li> </ul> | <p>square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced</u></li> </ul> | <p>square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> <li>• In T6-80 within the Downtown Flagler District, Loading for Lodging Uses may, by process of Waiver, be provided by ownership offsite within 200 feet, by lease offsite within an abutting property, or within a DOSP owned and operated loading facility within 100 feet with a minimum lease term of thirty (30) years as established in and pursuant to the requirements of Chapter 35 of the City Code.</li> </ul> |
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|  | <p><u>by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p><u>by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five</u></li> </ul> |
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|        |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <u>percent (25%) of EV Ready spaces be available to the public during normal business hours.</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| OFFICE |  | <p>Office Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• The Building area allowed for office use on each lot is limited to four Stories of the Principal Building and Office and Commercial Uses shall be less than 25% of Building floor area total.</li> <li>• Minimum of 3 parking spaces for every 1,000 square feet of office use.</li> <li>• In T6-24, T6-36 and T6-48 a minimum of 1 parking space for every 800 square feet of office use shall be provided</li> <li>• In T6-60 and T6-80, a minimum of 1 parking space for every 1,000 square feet of office use shall be provided</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD</li> </ul> | <p>Office Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1,000 square feet of office use.</li> <li>• In T6-24, T6-36 and T6-48, a minimum of 1 parking space for every 800 square feet of office use shall be provided</li> <li>• In T6-60 and T6-80, a minimum of 1 parking space for every 1,000 square feet of office use shall be provided</li> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD area, one (1) Bicycle Rack Space required per 3,000 sq. ft. of Office area.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD</li> </ul> |

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|  |  | <p>area, one (1) Bicycle Rack Space required per 3,000 sq. ft. of Office area.</p> <ul style="list-style-type: none"> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result</li> </ul> | <p>area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> |
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|  |  | <p>in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</p> <ul style="list-style-type: none"> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station</u></li> </ul> | <ul style="list-style-type: none"> <li>• In T6 -80 within the Downtown Flagler District, Loading for Office Uses may, by process of Waiver, be provided by ownership offsite within 200 feet, by lease offsite within an abutting property , or within a DOSP owned and operated loading facility within 100 feet with a minimum lease term of thirty (30) years as established in and pursuant to the requirements of Chapter 35 of the City Code.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least</u></li> </ul> |
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|            |                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p><u>or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>                                                                                                                                                                                  | <p><u>twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>              |
| COMMERCIAL | <p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Commercial establishments limited to a maximum area of 4,000 square feet each and shall be less than 25% building floor area total.</li> <li>• The Building area allowed for commercial use on each lot is limited to the first two Stories of the Principal Building.</li> <li>• Minimum of 3 parking</li> </ul> | <p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• The Building area allowed for Commercial Use on each lot is limited to two Stories of the Principal Building and Office and Commercial Uses shall be less than 25% of Building floor area total.</li> <li>• A maximum area of 55,000 square feet per establishment.</li> <li>• Minimum of 3 parking spaces for every 1,000</li> </ul> | <p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• A maximum area of 55,000 square feet per establishment, except for Public Storage Facilities.</li> <li>• Minimum of 3 parking spaces for every 1,000 square feet of commercial use, except for Public Storage Facilities, minimum 1 parking space for every 10,000 square feet with a minimum of 8 parking</li> </ul> |

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|  | <p>spaces for every 1,000 square feet of commercial use.</p> <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD area, one (1) Bicycle Rack Space required per 3,000 sq. ft. of Commercial area.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent</u></li> </ul> | <p>square feet of commercial use.</p> <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD area, one (1) Bicycle Rack Space required per 3,000 sq. ft. of Commercial area.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;* or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Within a TOD area, twenty percent (20%) of</li> </ul> | <p>spaces.</p> <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5, except for Public Storage Facilities.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD area, one (1) Bicycle Rack Space required per 3,000 sq. ft. of Commercial area.</li> <li>• Auto-related - Drive-Thru or Drive-In Facilities - See Article 6.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;* or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception</li> </ul> |
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|  | <p><u>(10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p>required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u> Parking may be</li> </ul> | <p>with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Within a TOD area, twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> <li>• In T6-80 within the Downtown Flagler District, Loading for Commercial Uses may, by process of Waiver, be provided by ownership offsite within 200 feet, by lease offsite within an abutting property, or within a DOSP owned and operated loading facility within 100 feet with a minimum lease term of five (5) years as established in and pursuant to the requirements of Chapter 35 of the City Code.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites</u></li> </ul> |
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|  |  | <p><u>reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p><u>within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be</u></li> </ul> |
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| CIVIC | <p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly uses.</li> <li>• Minimum of 1 parking space for every 5,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required.</li> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 10,000 square feet of exhibition or recreation area.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of</u></li> </ul> | <p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly uses.</li> <li>• Minimum of 1 parking space for every 5,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required.</li> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 10,000 square feet of exhibition or recreation area.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval,** by up to fifty percent (50%) by process of Exception with City Commission approval and payment</li> </ul> | <p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly uses.</li> <li>• Minimum of 1 parking space for every 5,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required.</li> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 10,000 square feet of exhibition or recreation area.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval,** by up to fifty percent (50%) by process of Exception with City Commission approval and payment</li> </ul> |

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|  | <p><u>the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p>into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards</u></li> </ul> | <p>into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards</u></li> </ul> |
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|               |                                                                                                                                                                                                                                                               | <p><u>and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p><u>and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |
| CIVIL SUPPORT | <p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 800 square feet of Civil Support Use; or</li> <li>• Minimum of 1 parking</li> </ul> | <p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1000 square feet of Civil Support Use.</li> <li>• Minimum of 1 parking</li> </ul>                                                                                                                                                                                                                                                                                                                                     | <p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1000 square feet of Civil Support Use.</li> <li>• Minimum of 1 parking</li> </ul>                                                                                                                                                                                                                                                                                                                                     |

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|  | <p>space for every 5 seats of assembly use; or</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 slips of marine use; or</li> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Loading - See Article 4, Table 5</li> </ul> | <p>space for every 5 seats of assembly use.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 slips of marine use.</li> <li>• Adult Daycare - Minimum of 1 space per staff member.</li> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission</li> </ul> | <p>space for every 5 seats of assembly use.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 slips of marine use.</li> <li>• Adult Daycare - Minimum of 1 space per staff member.</li> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission</li> </ul> |
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|  | <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five</u></li> </ul> | <p>approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the</u></li> </ul> | <p>approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the</u></li> </ul> |
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|                 | <p><u>percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></p>                                                                                                                                                                                                                                                                                                                                                                                                   | <p><u>post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>                                                                                                  | <p><u>post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>                                                                                                 |
| EDUCATIONA<br>L | <p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1,000 square feet of Educational Use.</li> <li>• Schools – Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12.</li> <li>• Childcare Facilities- Minimum of 1 space for the owner/operator and 1 space for each</li> </ul> | <p>Educational Uses are permissible as listed in Table 3, limited by compliance with:.</p> <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1,000 square feet of Educational Use.</li> <li>• Schools – Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12 or College/University.</li> <li>• Childcare Facilities- Minimum of 1 space for the owner/operator and</li> </ul> | <p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1,000 square feet of Educational Use.</li> <li>• Schools – Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12 or College/University.</li> <li>• Childcare Facilities- Minimum of 1 space for the owner/operator and</li> </ul> |

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|  | <p>employee, and 1 drop-off space for every 10 clients cared for.</p> <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Loading - See Article 4, Table 5</li> </ul> | <p>1 space for each employee, and 1 drop-off space for every 10 clients cared for.</p> <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within</li> </ul> | <p>1 space for each employee, and 1 drop-off space for every 10 clients cared for.</p> <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within</li> </ul> |
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|  | <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five</u></li> </ul> | <p>500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</p> <ul style="list-style-type: none"> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV</u></li> </ul> | <p>500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</p> <ul style="list-style-type: none"> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV</u></li> </ul> |
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|  | <u>percent (25%) of EV Ready spaces be available to the public during normal business hours.</u> | <u>Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <u>Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |
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\* Please refer to Diagram 9

\*\* Properties located within the following areas may utilize the parking reduction provision by process of Waiver:

1. the Downtown Development Authority ("DDA") boundary;
2. the Urban Central Business District boundary;
3. the OMNI Community Redevelopment Agency("CRA") boundary;
4. the SEOPW Community Redevelopment Agency("CRA") boundary; and
5. the NCD-2 boundary; and
6. the Opportunity Zones or similar federal programs.

\*\*\* Properties located within the following areas may utilize the parking reduction provision by right:

1. the Downtown Development Authority ("DDA") boundary;
2. the Urban Central Business District boundary;
3. the OMNI Community Redevelopment Agency("CRA") boundary;
4. the SEOPW Community Redevelopment Agency("CRA") boundary;
5. the NCD-2 boundary; and
6. the Opportunity Zones or similar federal programs.

**TABLE 4 DENSITY, INTENSITY AND PARKING (C)**

|               |          |                      |                                         |
|---------------|----------|----------------------|-----------------------------------------|
|               | CS-CIVIC | CI-CIVIC INSTITUTION | CI-HD-CIVIC INSTITUTION HEALTH DISTRICT |
| DENSITY (UPA) | N/A      | DENSITY OF           | 150 UNITS PER ACRE                      |

|             |  | ABUTTING ZONE                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| RESIDENTIAL |  | <p>Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Density and all intensity, parking and loading regulations to match that of the most restrictive Abutting zone.</li> </ul> | <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 800 square feet of Residential Use.</li> <li>• Loading - See Article 4, Table 5</li> <li>• Co-Living - A minimum of .25 Bicycle Rack Space per Co-Living Room is required.</li> </ul> <p>Co-Living: Minimum of 0.5 parking space per Co-Living Room with a minimum of one (1) additional visitor parking space for every ten (10) Co-Living Rooms. Thirty percent (30%) of required Co-Living Parking may be provided through payment-in-lieu into the Transportation Trust Fund identified within City Code Chapter 35.</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2</u></li> </ul> |

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|         |  |  | <p><u>charging station or higher at time of project completion.</u><br/> <u>Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |
| LODGING |  |  | <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 800 square feet of Residential Use.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites</u></li> </ul>                                                                                                                                                                                                                                                                                         |

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|  |  |  | <p><u>within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the</u></li> </ul> |
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|        |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <u>public during normal business hours.</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| OFFICE |  | <p>Office Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1,000 square feet of Office Use.</li> <li>• Minimum of one Bike space for every 20 vehicular spaces required (before any reductions).</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Parking ratio may be reduced according to</li> </ul> | <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 800 square feet of Office Use.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2</u></li> </ul> |

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|  |  | <p>the shared parking standard.</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite in CI, D, T5 or T6 within 500 feet through a parking management plan/zone.</li> <li>• Notwithstanding the above, if the Office Use solely serves needs of neighborhood children and is affiliated with an abutting approved Rescue Mission, then no parking shall be required.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least</u></li> </ul> | <p><u>charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |
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|            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p><u>twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| COMMERCIAL | <p>Commercial Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1,000 sf of commercial space.</li> <li>• Minimum of one Bike space for every 20 vehicular spaces required (before any reductions).</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception</li> </ul> | <p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Building area allowed for Commercial Use on each lot shall be less than 25% Building floor area total.</li> <li>• Minimum of 3 parking spaces for every 1,000 sf of commercial space</li> <li>• Minimum of 1 parking space for every 7 seats in a Major Sports Facility</li> <li>• Minimum of one Bike space for every 20 vehicular spaces</li> </ul> | <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 800 square feet of Commercial Use.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of</u></li> </ul> |

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|  | <p>with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking ratio may be reduced according to the shared parking standard.</li> <li>• Loading - See Article 4, Table 5.</li> <li>• Loading needs, including maneuvering, shall be accommodated on site.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided</u></li> </ul> | <p>required (before any reductions).</p> <ul style="list-style-type: none"> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Parking ratio may be reduced according to the shared parking standard.</li> <li>• Parking ratio may be reduced for Major Sports Facility within 1 mile of a Metrorail, Metromover Station, or mass transit facility by up to 10%.</li> <li>• Loading - See Article 4, Table 5</li> <li>• Loading needs, including maneuvering,</li> </ul> | <p><u>spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |
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|  | <p><u>are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p>shall be accommodated on site.</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use</u></li> </ul> |  |
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|       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p><u>shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| CIVIC | <p>Civic Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly uses.</li> <li>• Minimum of 1 parking space for every 5,000 sf of exhibition or recreation space, and parking spaces for other Uses as required.</li> <li>• Minimum of 1 parking space for every staff member for recreational uses.</li> <li>• Minimum of 1 parking space for every 500 sf of Building area for recreational uses.</li> <li>• Minimum of 1 Bicycle Rack Space for every 10,000 square feet of exhibition or recreation area.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by</li> </ul> | <p>Civic Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly uses.</li> <li>• Minimum of 1 parking space for every 5,000 sf of exhibition or recreation space, and parking spaces for other Uses as required.</li> <li>• Minimum of 1 parking space for every staff member for recreational uses.</li> <li>• Minimum of 1 parking space for every 500 sf of Building area for recreational uses.</li> <li>• Minimum of 1 Bicycle Rack Space for every 10,000 square feet of exhibition or recreation area.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by</li> </ul> | <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5,000 square feet of exhibition or recreation area and a minimum of 1 parking space for every 800 square feet of Civic Use.</li> <li>• Minimum of 1 Bicycle Rack Space for every 10,000 square feet of exhibition or recreation area.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station</u></li> </ul> |

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|  | <p>process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite in CI, D, T5 or T6 within 500 feet through a parking management plan/zone.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station</u></li> </ul> | <p>process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite in CI, D, T5 or T6 within 500 feet through a parking management plan/zone.</li> <li>• Notwithstanding the above, if the Civic Use solely serves needs of neighborhood children and is affiliated with an abutting approved Rescue Mission, then no parking shall be required.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten</u></li> </ul> | <p><u>or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |
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|               | <p><u>or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p><u>percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |                                                                                                                   |
| CIVIL SUPPORT | Civil Support Uses are permissible as listed in Table 3, limited by                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Civil Support Uses are permissible as listed in Table 3, limited by                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 800 square feet of Civil</li> </ul> |

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|  | <p>compliance with:</p> <ul style="list-style-type: none"> <li>• For Civil Support, a minimum of 1 parking space for every 1,000 sf.</li> <li>• For Marine Uses, a minimum of 1 parking space for every 5 slips.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced</u></li> </ul> | <p>compliance with:</p> <ul style="list-style-type: none"> <li>• For Civil Support, a minimum of 1 parking space for every 1,000 sf.</li> <li>• For Assembly uses, a minimum of 1 parking space for every 5 seats.</li> <li>• For Marine Uses, a minimum of 1 parking space for every 5 slips.</li> <li>• Adult Daycare - Minimum of 1 space per staff member and 1 space for owner.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Notwithstanding the</li> </ul> | <p>Support Use.</p> <ul style="list-style-type: none"> <li>• Loading - See Article 4, Table 5</li> </ul> |
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|  | <p><u>within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p>above, if the Civil Support Use solely serves needs of neighborhood children and is affiliated with an abutting approved Rescue Mission, then no parking shall be required.</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced</u></li> </ul> |  |
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|                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p><u>by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| EDUCATIONA<br>L | <p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1,000 sf of educational space</li> <li>• Minimum of one Bike space for every 20 vehicular spaces required (before any reductions).</li> <li>• Childcare Facilities - Minimum of 1 space per staff member, 1 space for owner and 1 drop-off space for every 10 clients cared for.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception</li> </ul> | <p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1,000 sf of educational space</li> <li>• Schools – Minimum of 1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12 or College/University.</li> <li>• Childcare Facilities - Minimum of 1 space per staff member, 1 space for owner and 1 drop-off space for every 10 clients cared for.</li> <li>• Minimum of one Bike space for every 20 vehicular spaces required (before any</li> </ul> | <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 800 square feet of Educational Use.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2</u></li> </ul> |

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|  | <p>with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent</u></li> </ul> | <p>reductions).</p> <ul style="list-style-type: none"> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Notwithstanding the above, if the Educational Use solely serves needs of neighborhood children and is affiliated with an abutting approved Rescue Mission, then no parking shall be required.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio</u></li> </ul> | <p><u>charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |
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|  | <p><u>(10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p><u>may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business</u></li> </ul> |  |
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|  |  | <u>hours.</u> |  |
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\* Properties located in the following areas are exempt from the provisions of Ordinance No. 14065 and will continue to require a Waiver:

1. the Downtown Development Authority boundary;
2. the Urban Central Business District boundary;
3. the OMNI CRA boundary;
4. the SEOPW CRA boundary; and the NCD-2 boundary.

\* Reserved.

\*\* Properties located within the following areas may utilize the parking reduction provision by process of Waiver:

1. the Downtown Development Authority (“DDA”) boundary;
2. the Urban Central Business District boundary;
3. the OMNI Community Redevelopment Agency(“CRA”) boundary;
4. the SEOPW Community Redevelopment Agency(“CRA”) boundary; and
5. the NCD-2 boundary; and
6. the Opportunity Zones or similar federal programs.

\*\*\* Properties located within the following areas may utilize the parking reduction provision by right:

1. the Downtown Development Authority (“DDA”) boundary;
2. the Urban Central Business District boundary;
3. the OMNI Community Redevelopment Agency(“CRA”) boundary;
4. the SEOPW Community Redevelopment Agency(“CRA”) boundary;
5. the NCD-2 boundary; and
6. the Opportunity Zones or similar federal programs.

**TABLE 4 DENSITY, INTENSITY AND PARKING (D)**

|               | D1-WORK PLACE                                                                                                                                                                                                                                                                     | D2-INDUSTRIAL | D3-WATERFRONT INDUSTRIAL |
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| DENSITY (UPA) | 36 UNITS PER ACRE                                                                                                                                                                                                                                                                 | AZ*           | AZ*                      |
| RESIDENTIAL   | Residential Uses are permissible as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1 parking space per Dwelling Unit.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required. For every</li> </ul> |               |                          |

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|  | <p>reduced vehicle parking space, a minimum of one (1) Bicycle Rack Space shall be provided.</p> <ul style="list-style-type: none"> <li>• Co-Living - A minimum of .25 Bicycle Rack Space per Co-Living Room is required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p>Co-Living: - Minimum of 0.5 parking space per Co-Living Room with a minimum of one (1) additional visitor parking space for every ten (10)</p> |  |  |
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|  | <p>Co-Living Rooms. Thirty percent (30%) of required Co-Living Parking may be provided through payment-in-lieu of space of required off-street parking into the designated area Parking Trust Fund identified within City Code Chapter 35 or for TOD areas outside parking trust fund districts, payment-in-lieu shall be made into the Transportation Trust Fund identified within City Code Chapter 35.</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to</u></li> </ul> |  |  |
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|         | <p><u>ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| LODGING | <p>Lodging Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 2 lodging units.</li> <li>• Minimum of 1 additional parking space for every 10 lodging units for visitors.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle</li> </ul>                                    | <p>Lodging Uses are permissible as listed in Table 3 limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 2 lodging units.</li> <li>• Minimum of 1 additional parking space for every 10 lodging units for visitors.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces</li> </ul> | <p>Lodging Uses are permissible as listed in Table 3 limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 2 lodging units.</li> <li>• Minimum of 1 additional parking space for every 10 lodging units for visitors.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every</li> </ul> |

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|  | <p>Rack Space for every 20 vehicular spaces required.</p> <ul style="list-style-type: none"> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> | <p>required.</p> <ul style="list-style-type: none"> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5.</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites</u></li> </ul> | <p>20 vehicular spaces required.</p> <ul style="list-style-type: none"> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5.</li> </ul> |
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|  | <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five</u></li> </ul> | <p><u>within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five</u></li> </ul> | <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business</u></li> </ul> |
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|        | <u>percent (25%) of EV Ready spaces be available to the public during normal business hours.</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <u>percent (25%) of EV Ready spaces be available to the public during normal business hours.</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <u>hours.</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| OFFICE | <p>Office Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1,000 sf of office space.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one</li> </ul> | <p>Office Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1,000 sf of office space.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one</li> </ul> | <p>Office Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1,000 sf of office space.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one</li> </ul> |

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|  | <p>hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project</u></li> </ul> | <p>hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> </ul> | <p>hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project</u></li> </ul> |
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|            | <p><u>completion.</u><br/> <u>Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p><u>Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p><u>completion.</u><br/> <u>Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |
| COMMERCIAL | <p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1,000 sf of commercial space, except for Public Storage Facilities, minimum 1 parking space for every 10,000 square feet with a minimum of 8 parking spaces.</li> </ul>                                                                                                                                                                                  | <p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1,000 sf of commercial space, except for Public Storage Facilities, minimum 1 parking space for every 10,000 square feet with a minimum of 8 parking spaces.</li> </ul>                                                                                                                                                          | <p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1,000 sf of commercial space, except for Public Storage Facilities, minimum 1 parking space for every 10,000 square feet with a minimum of 8 parking spaces.</li> </ul>                                                                                                                                                                                  |

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|  | <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5, except for Public Storage Facilities.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Drive-Thru or Drive-In Facilities - Refer to Article 6.</li> <li>• Parking may be provided offsite within 1000 feet, except when</li> </ul> | <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5, except for Public Storage Facilities.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Drive-Thru or Drive-In Facilities - Refer to Article 6.</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within</li> </ul> | <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5, except for Public Storage Facilities.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Drive-Thru or Drive-In Facilities - Refer to Article 6.</li> <li>• Parking may be provided offsite within 1000 feet, except when</li> </ul> |
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|  | <p>the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</p> <p>• Loading - See Article 4, Table 5</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards</u></li> </ul> | <p>500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</p> <p>• Loading - See Article 4, Table 5</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2</u></li> </ul> | <p>the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</p> <p>• Loading - See Article 4, Table 5</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards</u></li> </ul> |
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|       | <p><u>and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>                                                                                                                                                                                                                                                                      | <p><u>charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>                                                                                                                                                                                                                                                                                                    | <p><u>and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>                                                                                                                                                                                                                                                                      |
| CIVIC | <p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly uses.</li> <li>• Minimum of 1 parking space for every 5,000 sf of exhibition or recreation space, and parking spaces for other Uses as required.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 10,000 square feet of exhibition or recreation area.</li> <li>• Except for sites within</li> </ul> | <p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly uses.</li> <li>• Minimum of 1 parking space for every 5,000 sf of exhibition or recreation space, and parking spaces for other Uses as required.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 10,000 square feet of exhibition or recreation area.</li> <li>• Except for sites within</li> </ul> | <p>Civic Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly uses.</li> <li>• Minimum of 1 parking space for every 5,000 sf of exhibition or recreation space, and parking spaces for other Uses as required.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 10,000 square feet of exhibition or recreation area.</li> <li>• Except for sites within</li> </ul> |

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|  | <p>500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval. ***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3</u></li> </ul> | <p>500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval. ***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3</u></li> </ul> | <p>500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval. ***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of</u></li> </ul> |
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|  | <p><u>Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during</u></li> </ul> | <p><u>Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business</u></li> </ul> | <p><u>an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the</u></li> </ul> |
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|               | <u>normal business hours.</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <u>hours.</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <u>public during normal business hours.</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| CIVIL SUPPORT | <p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1,000 sf. of Civil Support Use.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Minimum of 1 parking space for every 5 seats for assembly uses.</li> <li>• Minimum of 1 parking space for every 5 slips for marine Uses.</li> <li>• Adult Daycare - Minimum of 1 space per staff member.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission</li> </ul> | <p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1,000 sf. of Civil Support Use.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Minimum of 1 parking space for every 5 seats for assembly uses.</li> <li>• Minimum of 1 parking space for every 5 slips for marine Uses.</li> <li>• Adult Daycare - Minimum of 1 space per staff member.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission</li> </ul> | <p>Civil Support Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1,000 sf. of Civil Support Use.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Minimum of 1 parking space for every 5 seats for assembly uses.</li> <li>• Minimum of 1 parking space for every 5 slips for marine Uses.</li> <li>• Adult Daycare - Minimum of 1 space per staff member.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission</li> </ul> |

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|  | <p>approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV</u></li> </ul> | <p>approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards</u></li> </ul> | <p>approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV</u></li> </ul> |
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|                 | <p><u>Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p><u>and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <p><u>Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |
| EDUCATIONA<br>L | <p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1,000 sf of educational Use.</li> <li>• Schools – Minimum of</li> </ul>                                                                                                                                                                                                                                                                                                                                                                 | <p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1,000 sf of educational Use.</li> <li>• Parking requirement</li> </ul>                                                                                                                                                                                                                                                                                                                                                  | <p>Educational Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1,000 sf of educational Use.</li> <li>• Parking requirement</li> </ul>                                                                                                                                                                                                                                                                                                                                                                  |

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|  | <p>1 parking space for each faculty or staff member, 1 visitor parking space per 100 students, 1 parking space per 5 students in grades 11 and 12 or College/University.</p> <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Childcare Facilities- Minimum of 1 space for the owner/operator and 1 space for each employee, and 1 drop-off space for every 10 clients cared for.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%)</li> </ul> | <p>may be reduced according to the Shared Parking Standard, Article 4, Table 5.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded</li> </ul> | <p>may be reduced according to the Shared Parking Standard, Article 4, Table 5.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded</li> </ul> |
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|  | <p>for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</p> <ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> </ul> | <p>against the sending and receiving site.</p> <ul style="list-style-type: none"> <li>• Loading – See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> </ul> | <p>against the sending and receiving site.</p> <ul style="list-style-type: none"> <li>• Loading - See Article 4, Table 5</li> </ul> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> </ul> |
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|            | <p><u>completion.</u><br/> <u>Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>                                                                                                                                              | <p><u>completion.</u></p> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul>                                                                                                                    |
| INDUSTRIAL | <p>Industrial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Please refer to Article 6 for additional specific requirements.</li> <li>• Minimum of 1 parking spaces for every 1,000 sf of Industrial Use, except for Commercial Storage Facilities, minimum 1 parking space for every 10,000</li> </ul>                                                                                                                                                     | <p>Industrial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Please refer to Article 6 for additional specific requirements.</li> <li>• Minimum of 1 parking spaces for every 1,000 sf of Industrial Use, except for Commercial Storage Facilities, minimum 1 parking space for every 10,000</li> </ul> | <p>Industrial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Please refer to Article 6 for additional specific requirements.</li> <li>• Minimum of 1 parking spaces for every 1,000 sf of Industrial Use, except for Commercial Storage Facilities, minimum 1 parking space for every 10,000</li> </ul> |

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|  | <p>square feet with a minimum of 8 parking spaces.</p> <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5, except for Public Storage Facilities.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Parking may be provided offsite within 1000 feet, except when</li> </ul> | <p>square feet with a minimum of 8 parking spaces.</p> <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5, except for Public Storage Facilities.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Parking may be provided offsite within 1000 feet, except when the sending site is within</li> </ul> | <p>square feet with a minimum of 8 parking spaces.</p> <ul style="list-style-type: none"> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Article 4, Table 5, except for Public Storage Facilities.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area or within a Transit Corridor area by up to thirty percent (30%) by process of Exception with City Commission approval;** by up to fifty percent (50%) by process of Exception with City Commission approval and payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code;** or by one hundred percent (100%) for any Structure with a Floor Area of ten thousand (10,000) square feet or less by process of Exception with City Commission approval.***</li> <li>• Parking may be provided offsite within 1000 feet, except when</li> </ul> |
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|  | <p>the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</p> <p>• Loading - See Article 4, Table 5</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards</u></li> </ul> | <p>500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</p> <p>• Loading - See Article 4, Table 5</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion.</u></li> <li>• <u>Developments providing a</u></li> </ul> | <p>the sending site is within 500 feet of T3. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</p> <p>• Loading - See Article 4, Table 5</p> <p><u>EV Parking Program:</u></p> <ul style="list-style-type: none"> <li>• <u>Except for sites within 500 feet of an ungated T3 Transect Zone, the parking ratio may be reduced within a TOD area by up to five percent (5%) if at least ten percent (10%) of the post-reduction number of spaces provided are built to EV Ready standards and are serviced by a Level 2 charging station or higher at time of project completion. Parking may be reduced by up to ten percent (10%) if at least twenty percent (20%) of the post-reduction number of spaces provided are built to EV Ready standards</u></li> </ul> |
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|  | <u>and are serviced by a Level 2 charging station or higher at time of project completion.</u> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> | <u>Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u> | <u>and are serviced by a Level 2 charging station or higher at time of project completion.</u> <ul style="list-style-type: none"> <li>• <u>Developments providing a Commercial Use shall provide at least twenty-five percent (25%) of EV Ready spaces be available to the public during normal business hours.</u></li> </ul> |
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\* AZ: Density of lowest Abutting Zone nearest to the subject property not to exceed 65 du/acre.

\*\* Properties located within the following areas may utilize the parking reduction provision by process of Waiver:

1. the Downtown Development Authority ("DDA") boundary;
2. the Urban Central Business District boundary;
3. the OMNI Community Redevelopment Agency("CRA") boundary;
4. the SEOPW Community Redevelopment Agency("CRA") boundary; and
5. the NCD-2 boundary; and
6. the Opportunity Zones or similar federal programs.

\*\*\* Properties located within the following areas may utilize the parking reduction provision by right:

1. the Downtown Development Authority ("DDA") boundary;
2. the Urban Central Business District boundary;
3. the OMNI Community Redevelopment Agency("CRA") boundary;
4. the SEOPW Community Redevelopment Agency("CRA") boundary;
5. the NCD-2 boundary; and
6. the Opportunity Zones or similar federal programs."

Section 5. It is the intention that the provisions of this Ordinance shall become and be made a part of the Zoning Ordinance of the City of Miami, Florida, which provisions may be re-numbered or re-lettered and that the word "ordinance" may be changed to "section", "article", or other appropriate word to accomplish such intention.

Section 6. If any section, part of a section, paragraph, clause, phrase or word of this Ordinance is declared invalid, the remaining provisions of this Ordinance shall not be affected.

Section 7. This Ordinance shall become effective ten (10) days upon adoption hereof.<sup>2</sup>

<sup>2</sup> This Ordinance shall become effective as specified herein unless vetoed by the Mayor within ten (10) days from the date it was passed and adopted. If the Mayor vetoes this Ordinance, it shall become

APPROVED AS TO FORM AND CORRECTNESS:

  
George K. Wyong III, City Attorney 3/3/2026

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effective immediately upon override of the veto by the City Commission or upon the effective date stated herein, whichever is later.