
Sec. 23.4-10. Off-street parking.

- a) *General provisions.* The following standards shall apply to all parking spaces required for new buildings, new uses, additions, enlargements, or changes:
1. Except as otherwise provided in this section, no building shall be erected or moved into a district nor shall any building be enlarged by more than twenty-five (25) percent or increased in capacity by adding dwelling units, guest rooms, floor area or seats, unless there be provided on the building site, off-street parking facilities for the entire building as set forth in this section. A certificate of occupancy for the given structure or premises shall be prohibited until the required parking area has been improved, inspected and approved.
 2. *Fractional measurements.* When units or measurements determining the number of required off-street parking spaces result in the requirement of a fractional space, any such fraction of one-fourth ($\frac{1}{4}$) or greater shall require a full space.
 3. *Parking prohibited.* Parking is prohibited on lawns or landscaping areas in all zoning districts. Parking shall be confined to designated marked parking spaces in all districts except SF-R and SF TF-14 districts. In SF-R and SF TF-14 districts, parking is limited to driveways, carports, garages or marked parking spaces.
 4. *Parking for the disabled.* Required parking shall include parking spaces for disabled persons in accordance with the requirements of F.S. § 553.501 et seq., the "Florida Americans With Disabilities Accessibility Implementation Act" ("Florida ADAIA") and the Americans with Disabilities Act Accessibility Guidelines, as adopted by reference in 28 C.F.R., Part 36, Subparts A and D, and Title II of Pub. L. No. 101-336, which are also incorporated by reference into the Florida ADAIA.
 5. *Uses not specifically mentioned.* For any use not specifically mentioned in this section, the development review official shall identify a similar use that is specifically listed and apply the required parking standards accordingly.
 6. *Joint use of off-street parking facilities.* Nothing in this section shall be construed to prevent collective provision for, or joint use of, off-street parking facilities for two (2) or more buildings or uses by two (2) or more owners or operators, provided that the total of such spaces, when combined or used together, shall not be less than the sum of the requirements of the several individual uses computed separately in accordance with this section. Such facilities shall be permanently maintained for such joint use, and shall not be discounted in whole or in part unless other suitable facilities conforming with this section are provided.
- b) *Location.*
1. Unless otherwise specified herein, parking spaces for all residential uses shall be located on the same lot with the main building to be served. Such parking space may consist of a carport, garage or parking area as defined in this section. Parking beneath a building is expressly allowed and such space shall not be included as a "story" of the building.
 - A. Parking off of an alley.
 - 1) Parking provided off of an alley shall maintain a twenty-foot back-out, which includes the width of the alley.
 - 2) If a building is located between a ROW and a vehicular area, foundation plantings shall be provided.

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2. Parking spaces for all other single uses, in all districts except the Industrial Park of Commerce - I-POC, shall be provided on the same lot or in conformance with the requirements for transitional parking lots (section 23.4-13).
 3. Parking spaces for those properties in mixed use districts with a mix of uses are allowed to provide required parking at an off-site location anywhere within four hundred (400) feet of the proposed use. Parking spaces for those properties in industrial use districts are allowed to provide required parking at an off-site location anywhere within five hundred (500) feet of the proposed use. In each case, such parking lots shall be tied to the mixed use or industrial site by unity of title. Properties with the single use of residential must provide on-site parking.
- c) *Access.*
1. All parking spaces shall have unobstructed on-site access to a paved public right-of-way.
 2. All properties using State Roads 802, 805 and 5; and 6th Avenue South, 10th Avenue North, Worthmore Drive and Lake Osborne Drive as access to their on-site parking shall provide maneuvering space to permit vehicles to enter and leave the parking area in a forward motion.
 3. No building permit shall be issued by the city for any on-site improvements where the building plans submitted show that the access to any on-site parking space requires the use of unimproved public right-of-way, unless and until:
 - A. The owner enters into an agreement with the city agreeing to the paving, at said owner's expense, of the unimproved right-of-way from paved street to street, and such owner posts a cash bond with the city in an amount determined by the city engineer to be sufficient to cover the actual costs of improvements, including engineering fees, with said engineering fees refundable upon the city's acceptance of the improvements; or
 - B. A petition, signed by a majority of the property owners abutting the unimproved public right-of-way and requesting the paving of the unimproved public right-of-way with the costs thereof to be assessed against the benefited properties, is presented to the city commission; a public hearing is held therefore; and, a contract is let for said project;
 - C. No certificate of occupancy shall be issued in either case until said improvements are completed and accepted for perpetual maintenance by the City of Lake Worth.
 4. Single-family buildings, duplexes, multiple-family buildings of four (4) units or fewer and commercial businesses not exceeding one thousand (1,000) feet of gross floor area shall be exempt from the provisions of this section.
- d) *Material.* Each parking space shall be surfaced with a hard dustless material, either solid in area or in individual concrete strips or other approved materials, including but not limited to impervious materials and permeable paving materials in accordance with City of Lake Worth Beach standards. Required off-street parking for single-family and two-family dwelling units may also utilize shell rock (not compacted), gravel, or other small stone material in lieu of impermeable or permeable paving material as long as it meets the following criteria:
1. Appropriate stabilization shall be established to keep small stone like materials out of the ROW, alley, and storm water systems;
 2. All semi-permeable driveway and parking surfaces shall be maintained to ensure permeable qualities and to prevent ponding of water.
- e) *Drainage.* Drainage systems for off-street parking facilities shall be designed and installed in a manner acceptable to the city engineer. When necessary, walls, swales, planting areas, or other mitigation measures as determined by the city engineer shall be installed to protect adjoining properties and their occupants from

any nuisance. Paved parking surfaces, including but not limited to driveways and parking lots, shall have a one (1) foot setback from the side property line and rear property if not alley accessed.

f) *Minimum parking space requirements by use category.*

1. Minimum off-street parking space requirements are as follows:

A. Residential uses:

Single-family detached on lot less than fifty (50) feet wide—One (1) space per unit.

Single-family detached on lot greater than fifty (50) feet wide—Two (2) spaces per unit.

Accessory dwelling unit—One (1) space in addition to that required for the primary dwelling.

Single-family attached less than three (3) units—One and one-half (1.5) spaces per unit.

Single-family attached three (3) or more units—One and twenty-five hundredths (1.25) spaces per unit.

Multi-family (efficiency) one and twenty-five hundredths (1.25) spaces per unit.

Multi-family (one-bedroom)—One and one-half (1.5) spaces per unit.

Multi-family (two-bedroom)—One and seventy-five hundredths (1.75) spaces per unit.

Multi-family (> 2 bedroom)—Two (2) parking spaces per unit.

The total required residential parking shall be reduced by twenty-five (25) percent for developments that provide no less than fifteen (15) percent of all proposed units as income restricted affordable or workforce housing units in accordance with section 23.2-39. This reduction may not be combined with other parking reduction provisions of these LDRs, and at least one (1) parking space per residential dwelling unit is also required.

B. Nonresidential uses:

Office—One (1) space per four hundred (400) gross square feet of space.

Retail—One (1) space per five hundred (500) gross square feet of space.

Restaurant—One (1) space per one hundred fifty (150) gross square feet of dining space (including kitchen and seating areas).

Lodging—Seventy-five hundredths (0.75) spaces per unit.

Commercial/Single Destination Retail/Stand Alone Retail—One (1) space per two hundred fifty (250) gross square feet of space.

Personal Services/Medical Related Office—One (1) space per two hundred fifty (250) gross square feet of space.

Vehicular—One (1) space per one hundred fifty (150) gross square feet of space.

Industrial—One (1) space per one thousand (1,000) gross square feet of space.

Institutional—One (1) space per two hundred (200) gross square feet of space.

Assembly—One (1) space per seventy-five (75) gross square feet of space.

Properties with multiple uses shall calculate the aggregate total of parking required for each use category prior to taking a twenty-five (25) percent deduction. Uses that generate a high parking demand of greater than six (6) spaces per one thousand (1,000) square feet*, but do not exceed the fifty (50) person threshold to qualify as assembly per the latest version of the Florida Building

Code shall be required to provide fifty (50) percent more parking than other uses in the same use category.

(*Institute of Transportation Engineers (ITE) Peak Parking Generation Rate, 3rd Edition or later)

2. *Exceptions.* Parking is not required for:
 - A. Changes in use or occupancy or remodeling of existing buildings which do not increase floor area or number of overall existing dwelling units, located outside of the single-family residential SF-R zoning district.
 - B. Changes in use, remodeling, of existing buildings as designated as a contributing structure in one (1) of the city's historic districts (as determined by section 23.5-4).
 - C. A bed and breakfast use proposed in a building designated as a contributing structure in a city historic district (as determined by section 23.5-4) is excluded from these off-street parking exceptions unless the bed and breakfast is to be established in a single-family residence whereby parking shall be provided in accordance with these LDRs.
3. *Fee-in-lieu of parking.* All uses on properties in the core area which do not provide the required number of off-street parking spaces shall pay a fee-in-lieu of parking to the city. The fee shall be held in the community benefits fund to be allocated toward projects identified and approved by the commission as part of the community benefits program.
 - A. *Location.* Only properties located in the core area are eligible to utilize the fee-in-lieu of parking option. The core area is more particularly described as: Those properties which are bounded on the west by "A" Street and on the east by Golfview Road, and on the north by 2nd Avenue North, and on the south by 1st Avenue South.
 - B. *Payments-in lieu.* For any uses that elect to not provide any or all of the required number of off-street parking spaces described in this section, the owner or developer must make a payment to the city in the amount as specified in the city's annual schedule of fees and charges for services.
 - C. Any changes in use, remodeling, building expansion or new construction that have the net effect of increasing parking demand by more than twenty-five (25) percent as calculated by the required parking in this section, must provide parking as required by this section unless a payment-in-lieu of parking is made to the city in the amount as specified in the city's annual schedule of fees and charges for services.
- g) *Electric Vehicle Charging Infrastructure.* It is the purpose of the electric vehicle charging infrastructure to provide the availability of electric vehicle charging stations to residents and visitors of the city.
 1. All new commercial or mixed-use developments with at least twenty-five (25) parking spaces, or existing commercial or mixed-use developments with at least twenty-five (25) parking spaces that enter into either the site plan or site plan amendment process are subject to the following:
 - A. Four (4) percent of the total minimum required off-street parking spaces shall be designated and outfitted as electric vehicle charging spaces. Each required space at a minimum shall include the following:
 - 1) A maintained and operational 240-volt "Level 2" charging station, with a cable retraction device and/or place to hang permanent cords and connectors sufficiently above the ground, and mounted at a height which places the connector a minimum of thirty-six (36) inches and a maximum of forty-eight (48) inches above the ground,
 - 2) Wheel stops or concrete filled steel bollards to protect the aforementioned charging station,

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- 3) Signage allowing only electric vehicles to park in such space and indicating that it is only for electric vehicle charging purposes,
 - 4) The ability for all visitors to the site to access and use such space.
 - B. All spaces with electric vehicle charging infrastructure shall be located in close proximity to the building or facility entrance.
 2. Any development that proposes more than twenty (20) percent of its required off-street parking to be outfitted as electric vehicle charging spaces, or operates any amount of charging stations as a primary use as determined by the development review official, shall be classified as containing an "Vehicle Fueling/Charging Service Station" use as defined in section 23.1-12 and is subject to the appropriate use approval process prior to the operation of such charging stations per section 23.3-6.
 3. Charging stations in SFR, SF/TF-14, MH-7, MF-20, MF-30, or MF-40 zoning districts shall be for the exclusive use of the development's residents and guests that are visiting the development's residents, and shall not be made available to the general public.
- h) *Shared parking for mixed-use zoning.* It is the purpose of the shared parking subsection to provide flexible parking provisions for the city in the appropriate mixed-use zoning districts where mixed-use developments occur. Mixed-use developments typically do not experience peak parking demands at the same time so reduced parking may be provided in these instances.
1. *Shared parking levels for mixed-use development.* When any land or building is used for two (2) or more uses, the total requirement for off-street parking shall be the sum of the requirements of the various uses computed separately, minus twenty-five (25) percent of the total required. However, in no case, shall less than eight-tenths (0.8) of a space be provided for each employee and one (1.0) space be provided for each dwelling unit.
 2. *Credit for onsite transit facilities in TOD districts.* In the event onsite transit facilities are provided within two thousand (2,000) feet of a building, the parking required for that building shall be reduced by twenty-five (25) percent.
- i) *Change of use or occupancy.* Where the use of a given structure is changed, off-street parking facilities must be provided for the new use according to the requirements set forth in this section.
1. If a portion or all of a structure or property is changed in use which requires a greater number of off-street parking spaces, then additional parking shall be documented for the new use in accordance with section 23.4-10 and any parking non-conformity recorded.
 2. Any expansion, alteration, or improvement which increases the gross square footage or area of an existing structure by more than twenty-five (25) percent shall be accompanied by any corresponding increase in the number of parking or loading spaces necessary for the expansion to conform to the requirements of section 23.4-10.
- j) *Minimum parking dimensions.*
1. The standard parking space is nine (9) feet in width and eighteen (18) feet in length in a perpendicular and/or angled configuration. Parallel parking spaces shall be nine (9) feet in width and twenty-two (22) feet in length.
 - a. Ribbon driveways (also called parking strips) shall leave a nine (9) foot-wide area for the parking space and the ribbons shall measure between eighteen (18) and thirty (30) inches in width.
 2. Parking lot designs:
 - a. Parking space dimensions for other types of spaces are:
 - i. Compact Car Spaces at eight (8) feet × sixteen (16) feet.

- ii. Handicapped Spaces at twelve (12) feet × eighteen (18) feet, with a five (5) foot wide designated access aisle. The access aisle may be shared between two adjacent parking spaces.
- iii. Motorcycle Spaces at four (4) feet × nine (9) feet.
- b. Drive aisle widths shall be a minimum of twelve (12) feet for any one-way isle and twenty (20) feet for all other isles.
- c. For landscaping requirements in regard to parking and other vehicular use areas, see section 23.6-1(f)(3).
- d. For lighting requirements, see section 23.4-3.
- e. Up to a maximum of twenty-five (25) percent of total required spaces may be compact cars. All compact spaces must be clearly identified.
- f. Alternative parking lot designs which incorporate one-way aisles, two-way aisles, and diagonal parking may be used in lieu of the standard (perpendicular, two-way aisle) parking lot design.

| Angle of Parking | Stall Width | Stall Depth | Aisle Width |
|--------------------|-------------|-------------|----------------------------|
| 0 degrees-parallel | 9' | 22' | 10' one-way 20' two-way |
| ±45 degrees | 9' | 18' | 10' one-way 20' two-way |
| 90 degrees | 9' | 18' | 10' one-way 20' two-way |

k) *On-street parking.*

1. *Applicability.* The minimum number of required off-street parking spaces for a use or project may be satisfied, in part, by the use of on-street parking spaces located within the public right-of-way abutting that same lot or parcel.
2. *Conditions.* The provision for on-street parking spaces to be used to meet the minimum number of required off-street parking spaces shall be subject to the following conditions:
 - a. The on-street parking provision is applicable to all existing or proposed development located within all mixed use and multi-family zoning districts
 - b. Only the on-street parking spaces located within the public right-of-way that abut the frontage of a use or project may be used to count toward meeting the minimum number of required off-street parking spaces. The on-street parking spaces must be located on the same side of the street as the subject use or project;
 - c. The design of the on-street parking spaces must be approved by the city public services department in order to satisfy parking demand according to subsection B.1. herein; and
 - d. On-street parking spaces utilized under this provision shall not be reserved, temporarily or permanently, for any given use.
 - e. No more than fifty (50) percent of the required off-street parking requirement may be met with on-street parking.

l) *Parking alternates.*

1. For the purposes of these land development regulations the following may be substituted for on site parking spaces.

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- a. The provision of four (4) bicycle rack spaces shall count as one (1) parking space;
 - b. The provision of two (2) motorcycle or scooter spaces shall count as one (1) parking space;
 - c. The provision of one (1) transit vehicle or bus space shall count as four (4) parking spaces.
2. Alternate parking spaces including compact spaces shall count toward no more than twenty-five (25) percent of the overall on site parking requirement.

(Ord. No. 2014-22, § 17(Exh. P), 9-9-14; Ord. No. 2015-04, § 4(Exh. C), 8-4-15; Ord. No. 2016-13, § 9(Exh. H), 5-17-16; Ord. No. 2018-10, § 11(Exh. J), 7-17-18; Ord. No. 2020-07, § 5(Exh. D), 6-16-20; Ord. No. 2020-11, § 8(Exh. G), 8-18-20; Ord. No. 2020-20, § 7(Exh. F), 2-16-21; Ord. No. 2023-06, § 11(Exh. J), 8-15-23; Ord. No. 2024-08, § 2, 8-20-24; Ord. No. 2024-13, § 21(Exh. T), 11-19-24)