



**TOWN OF ATLANTIC BEACH**  
**TOWN COUNCIL DECISION MEMO**  
**RE: PARKING AND LOADING STANDARDS AMENDMENT**  
**Date: August 1, 2024**

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**ISSUE**

Should the parking and loading standards of the Land Management Ordinance be revised to exempt off-street parking and loading minimums in the Main Street 1 (MS1) and Main Street 2 (MS2) Districts and be revised to align other parking standards with nearby communities and the American Disabilities Act (ADA)?

**RECOMMENDATION**

The Planning Commission recommended approval. Town Council will hold a public hearing at second reading of the ordinance.

**BACKGROUND**

The MS1 and MS2 districts are intended to support mixed-uses, such as dining, retail, offices, multi-family, and hotels/inns on the same lot or within the same structure or as standalone uses. The intent of these districts is to foster the development of a central business district/main street along 30<sup>th</sup> Ave S (Atlantic St) and portions of 31<sup>st</sup> Ave S (Carolina St) and 2<sup>nd</sup> Ave (Seaview St). In 2023, Council approved an amendment to the Land Management Ordinance (LMO) to reduce non-residential and non-accommodation parking minimums by 50% within the MS1 and MS2 districts, if developed as mixed-use on the same property. All other non-residential and non-accommodation uses in these districts were allowed to have a 25% parking reduction. Multi-family and hotel/inns in these districts were not provided with any parking reductions.

Since the adoption of that amendment, multiple property owners have approached the Town to develop with multi-family residential or accommodation uses. They have had challenges meeting the off-street parking requirements of the LMO. The Zoning Board of Appeals recently approved a variance to allow for more than a 50 percent reduction in parking for a multi-family project that is planned for 30<sup>th</sup> Avenue. The Zoning Board of Appeals requested that an amendment be pursued to further address parking along this main street corridor, especially since there is underutilized on-street parking available.

Furthermore, it has been identified that the handicapped parking standards of the Land Management Ordinance do not explicitly define the required number of accessible parking spaces required for off-street parking. The ordinance also only provides guidelines for 60- and 90-degree angled parking spaces, which limits parking lot design.

**ANALYSIS**

This text amendment eliminates the off-street parking and loading minimums in the MS1 and MS2 zoning districts. Eliminating off-street parking requirements is one mechanism to spur infill development and the creation of a downtown business district. The Town will need to monitor on-street parking usage and capacity and should consider developing public parking lot(s) on 30<sup>th</sup> or 31<sup>st</sup> Avenue, in alignment with the Comprehensive Plan, to support the central business district.

This ordinance also includes changes to the LMO to clearly outline handicap accessible parking standards in conformance with the Americans with Disabilities Act (ADA) and ANSI A117.1.

Other changes include standardization of parking space dimensions and driving aisle widths to make them more consistent with other jurisdictions in the region and to allow for a variety of different parking lot layouts.