

I. PETITION DESCRIPTION

Petition Number: ZTA 2015-002

Ordinance Number: Ordinance No. 2015-04

Project Name: Article 7, Chapter 2. Off-street Parking and Loading

Applicant/Petitioner: Wellington

Request: Zoning Text Amendment (ZTA) amending Article 7, Chapter 2. Off-street Parking and Loading of Wellington's Land Development Regulations.

II. BACKGROUND

The Planning Staff are working to update the Wellington Land Development Regulations Amendments. The objectives are to simplify the code, reduce the overall number of pages and tailor the code provisions to Wellington. The code was initially modeled after Palm Beach County's Unified Land Development Regulations. The code update is being done incrementally by Article and Chapter. This is one of many pending text amendments which will include proposed changes to the permitted use table, zoning district updates and simplification of the site development standards. The proposed changes will address the organization of the code and will also adjust some code provisions.

This proposed amendment is to Article 7, Site Development Standards, Chapter 2. Off-street Parking and Loading of the Wellington Land Development Regulations (LDR). The amendments are designed to achieve several objectives:

1. General "improvement" of the chapter;
2. Simplification of the off-street parking and loading requirements by use;
3. Simplification of parking requirements for non-residential properties to support use conversions;
4. Reduction to the number of pages in the code.

It is important to note while the proposed amendments may appear to be a significant change to the parking requirements, the amount of parking required for a residential or non-residential development is not being reduced. The majority of the changes

discussed in detail below, simply consolidates uses or reduces them to a general use such as “retail”. The purpose of Chapter 2 as indicated in the LDR is to ensure off-street parking is provided “in proportion to the density and intensity of the site” which still remains.

III. ANALYSIS

Chapter 2. Off-street Parking and Loading, referred to as the “parking code”, regulates the amount of off-street parking and loading spaces which is sometimes referred to as the parking ratio provided on a property based upon the uses and the respective density (number of units) or intensity (gross floor area). The uses are divided into five categories – (1) Residential, (2) Public, Civic and Recreational (outdoor), (3) Commercial, (4) Agricultural, and (5) Industrial. Uses (2) through (5) are collectively referred to as non-residential uses. The following sections provide supporting information and explain the recommended changes.

Residential Parking Ratios - For residential the parking ratio requirement is based per unit and includes an additional requirement for guest parking for multi-family areas. The current code requires two spaces per unit for single family residential. Parking spaces for multi-family are based on the number of bedrooms within each unit. For multi-family residential, parking spaces are required at 1.25 spaces per efficiency unit, 1.75 spaces per one or two bedroom and two spaces per unit for three or more bedrooms. The multi-family also require guest parking be provided at a ratio of 0.25 spaces per unit.

At the June 3, 2015 workshop meeting with the Planning Zoning and Adjustment Board it was discussed to provide additional parking spaces for units with four (4) or more bedrooms. The recommendation is to change the parking ratio to a flat space requirement per unit (two spaces per unit) for both single family and multi-family up to three (3) bedrooms and units with four (4) or more bedrooms will require an additional parking space per bedroom. The multi-family is still required to provide additional guest parking at a ratio of 0.25 spaces per unit. The single family and guest parking requirements are not being changed.

The current code requirement was evaluated for the proposed two spaces per unit parking ratio for existing and approved multi-family residential developments in Wellington. The multi-family developments range in size from six acres up to more than 30 acres and range from 100 to 400 total units. The typical multi-family development is rental but several are condominiums. Each development has a different distribution of one, two, and three or more bedroom units. Under the current code, the average parking space per unit is 1.8 spaces. The recommendation is to simplify the multi-family residential parking requirement, making it the same as single family at two parking spaces per unit. The evaluation shows rounding the average parking space per unit up to two spaces per unit would require 20 additional spaces for every 100 units in a multi-family project. The proposed change would not result in requiring fewer spaces than currently required. The additional spaces would also supplement the guest parking spaces being provided. In most cases, the new total parking requirement as proposed is only slightly higher than what has actually been built. Those developments which would

require more than 20 additional spaces typically have mostly one and two bedroom units.

Non-residential Parking Ratios - For non-residential uses, the parking ratio is typically one (1) space per calculated square feet of gross floor area. The most common ratio is one (1) space for every 200 or 250 square feet. This equates to five (5) or four (4) spaces per 1,000 square feet of gross floor area. The recommendation is to use a “default” ratio of one (1) space per 200 square feet (five spaces per 1,000 square feet). This will allow most properties and buildings to easily transition between different uses without creating any parking non-conformities. The objective is to support both flexibility and viability of the existing commercial properties in the Village.

The list of uses in the Parking Standard Table is very detailed and precise for certain uses but the current parking ratio can be confusing. For example, “Bakeries, retail” is one space per 200 square feet which is the same as “Retail sales, general”. It’s also recommended to eliminate detailed uses and consolidate several groups into a general use category. The parking requirement for “Retail” would apply to all retail type sales. This will simplify the parking code and eliminate the misconception parking ratios need to be so precise.

This recommended change to the parking ratios based upon uses can be put into the following categories:

1. Captured/Consolidated uses – uses are combined with another use that have a general use classification which may apply.
2. Deleted uses – not applicable to Wellington or otherwise not needed in parking code

Deleted Uses

Airports, landing strips, and heliports
Convent or cloister
Retreat house
Auction, open and vehicular
Boatyard
Camp
Entertainment, outdoor
Marina
Utility, public or private
Retail sales, mobile or temporary enclosed
Retail sales, mobile or temporary open
Yacht club
Agricultural use, accessory
Farming, general
Migrant farm labor quarters

3. Added uses – uses not captured under existing uses

Added Uses
Clubhouse (Recreational Pod) Nursery, retail Nursery, wholesale Contractors or storage yard

Parking Space Width - Another proposed change to the parking code is to establish a single, minimum parking bay width. Currently the code has two minimum width standards – general (9.0 feet wide) and retail (9.5 feet wide). The recommendation is to eliminate the general width and use the retail 9.5 feet width for all parking areas.

Loading Space Ratio - The recommended changes also propose to simplify the loading requirements. The current requirements require loading space based upon specific use. To simplify the loading requirements and allow non-residential developments to transition between uses without creating a future issue with loading spaces. The recommendation is to change from a loading requirement based upon the use to a more general requirement based upon the size of the structure. Restaurants will still be required to provide a loading space based on their use. The intent is to establish a loading space standard which allows a project or property to easily transition future tenants between different uses in order to support the project’s long-term flexibility and viability. Below are recommended loading space ratios.

1. One (1) space for every 15,000 square feet of gross floor area up to 100,000 square feet; and
2. One (1) space for every 50,000 square feet of gross floor area over 100,000 square feet; and
3. One (1) space is required for all restaurant uses. The Development Review Committee (DRC) may determine if the loading space is not required based on the type of restaurant, approximate location to other loading spaces and/or the site configuration.

The remainder of the proposed changes is house cleaning, such as deleting certain graphics which are no longer considered useful and certain text changes to clarify sections but not change the substance of the regulations.

As a point of information, a Zoning Text Amendment (ZTA) application has been submitted which requests changes to the grass parking provisions particularly for “assembly and equestrian uses.” Staff is working with the applicant on these requested changes in the Equestrian Overlay Zoning District (EOZD) which are being discussed with the Equestrian Preserve Committee.

IV. ADVISORY COMMITTEE AND BOARDS

Equestrian Preserve Committee

The respective changes to the parking code which apply in the EOZD were presented to the Equestrian Preserve Committee (EPC) on February 11, 2015 and April 8, 2015. The EPC recommended the following changes to the stable parking ratio:

- Four (4) or fewer stalls: no required parking
- Five (5) -100 stalls: one (1) space per three (3) stalls
- 101+ stalls: one (1) space per two (2) stalls
- All parking provided for stalls shall be available at all times.

Planning Zoning and Adjustment Board

The proposed parking code changes were presented to the Planning Zoning and Adjustment Board (PZAB) at a workshop on June 3, 2015. The PZAB discussed the following changes:

- Additional parking spaces for units with four (4) or more bedrooms.
- Minimum bay width of 9.5 feet for both general and retail parking space.

At the formal PZAB meeting on August 5, 2015, the Board recommended approval (5-0) per staff's recommended amendments with the requirement of one (1) additional parking space for all residential units with four (4) or more bedrooms.

IV. PUBLIC NOTIFICATION/COMMENTS

As required by the Land Development Regulations and Florida Statutes, public notification was placed in the Palm Beach Post advising the public that a public hearing on the proposed ordinance would take place on date(s) set forth below.

Planning Zoning and Adjustment Board (PZAB) Meeting

Newspaper: July 21, 2015
Meeting Date: August 5, 2015

Council Meeting

Newspaper: August 26, 2015
Meeting Date: September 10, 2015

Staff did not receive any inquiries regarding the newspaper advertisement for this petition as of September 9, 2015 when the staff report was published.

V. STAFF RECOMMENDATION

Approval of a Zoning Text Amendment (Petition Number ZTA 2015-002) to amend Article 7, Chapter 2. Off-street Parking and Loading of the Land Development Regulations as presented.