



## Legislation Text

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File #: 15-626, Version: 1

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### ITEM: ORDINANCE NO. 2015-04 (OFF-STREET PARKING AND LOADING)

**AN ORDINANCE OF WELLINGTON, FLORIDA'S COUNCIL AMENDING ARTICLE 7, SITE DEVELOPMENT STANDARDS, CHAPTER 2, OFF-STREET PARKING AND LOADING OF THE LAND DEVELOPMENT REGULATIONS OF THE VILLAGE OF WELLINGTON; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE AND PROVIDING AN EFFECTIVE DATE.**

**REQUEST:** Approval of a Zoning Text Amendment (ZTA) amending Article 7, Chapter 2, Off-Street Parking and Loading of the Wellington Land Development Regulations (LDR).

**EXPLANATION:** A Zoning Text Amendment (ZTA) to Article 7 Chapter 2. Off-street Parking and Loading of the Land Development Regulations is being proposed by staff. The code was initially modeled after Palm Beach County's Unified Land Development Regulations. The overall code update is being done incrementally by Article and Chapter. This amendment is designed to achieve several objectives: (1) general "update" of the chapter, (2) simplification of the off-street parking and loading requirements by use; and (3) overall reduction of the code.

Below are the significant changes to the parking requirements:

***Residential Parking Ratios*** - For residential the current parking ratio requirement is based on a per unit ratio and includes an additional requirement for guest parking in 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 with three or more bedrooms. The recommendation is to simplify the multi-family parking requirement by making it the same as single family at two parking spaces per unit. Also an additional space is required for all residential units with four (4) or more bedrooms. The multi-family is still required to provide additional guest parking at a ratio of 0.25 spaces per unit.

***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 depending on the use type. This equates to five (5) or four (4) spaces per 1,000 square feet of gross floor area. The recommendation is to use a standard "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 types of internal uses without creating any parking non-conformities. The objective is to support both flexibility and viability of the existing commercial properties in the Village.

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 significantly simplify the parking code and eliminate the misconception parking ratios need to be so precise. This recommended change can be put into the following categories:

1. Captured/Consolidated uses - uses are combined with another use that have a general or similar use

classification which may apply.

2. Deleted uses - not applicable to Wellington or otherwise not needed in parking code.
3. Added uses - uses not captured under existing uses.

**Parking Space Width** - The parking 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 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, it is recommended to change from 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 to the parking code is house cleaning, such as deleting certain graphics which are no longer considered applicable and certain text changes to clarify sections but not change the substance of the regulations.

### **Planning Zoning and Adjustment Board (PZAB) Recommendation:**

At the August 5, 2015 meeting, the Planning Zoning and Adjustment Board (PZAB) 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.

**BUDGET AMENDMENT REQUIRED:** NO

**PUBLIC HEARING:** YES                      **QUASI-JUDICIAL:** NO

**FIRST READING:** YES                      **SECOND READING:**

**LEGAL SUFFICIENCY:** YES

**FISCAL IMPACT:** NO

**WELLINGTON FUNDAMENTAL:** Responsive Government

**RECOMMENDATION:** Approval of a Zoning Text Amendment (ZTA) amending Article 7, Chapter 2, Off-Street Parking and Loading of the Wellington Land Development Regulations (LDR).