AGENDA ITEM

Meeting Name: Planning and Zoning Board

Meeting Date: September 16, 2024

Prepared By: Stephen Mayer

Item Title: Discussion on Single Family Residential Parking

DISCUSSION:

At the January Planning and Zoning Board meeting, the Board gave consensus to add a discussion item on benchmarking other municipalities in terms of parking requirements for single family homes. This item has been prioritized as the #1 ranked topic for the remainder of 2024.

Background:

Redevelopment of single-family homes are coming at a rapid pace in our older residential areas, where small, traditional and historic two to three-bedroom homes are being demolished and replaced by more modern, new and spacious homes popularly termed "McMansions". The term was often used during the housing development boom in the early 2000s prior to the recession in 2008 and referred to homes anywhere between 3,000 to 6,000 square feet built on small plots of land in suburban areas. These giant homes earned the nickname because they were often generic in style, tightly packed close together with maximum lot coverage, and mass produced to cut down on costs.

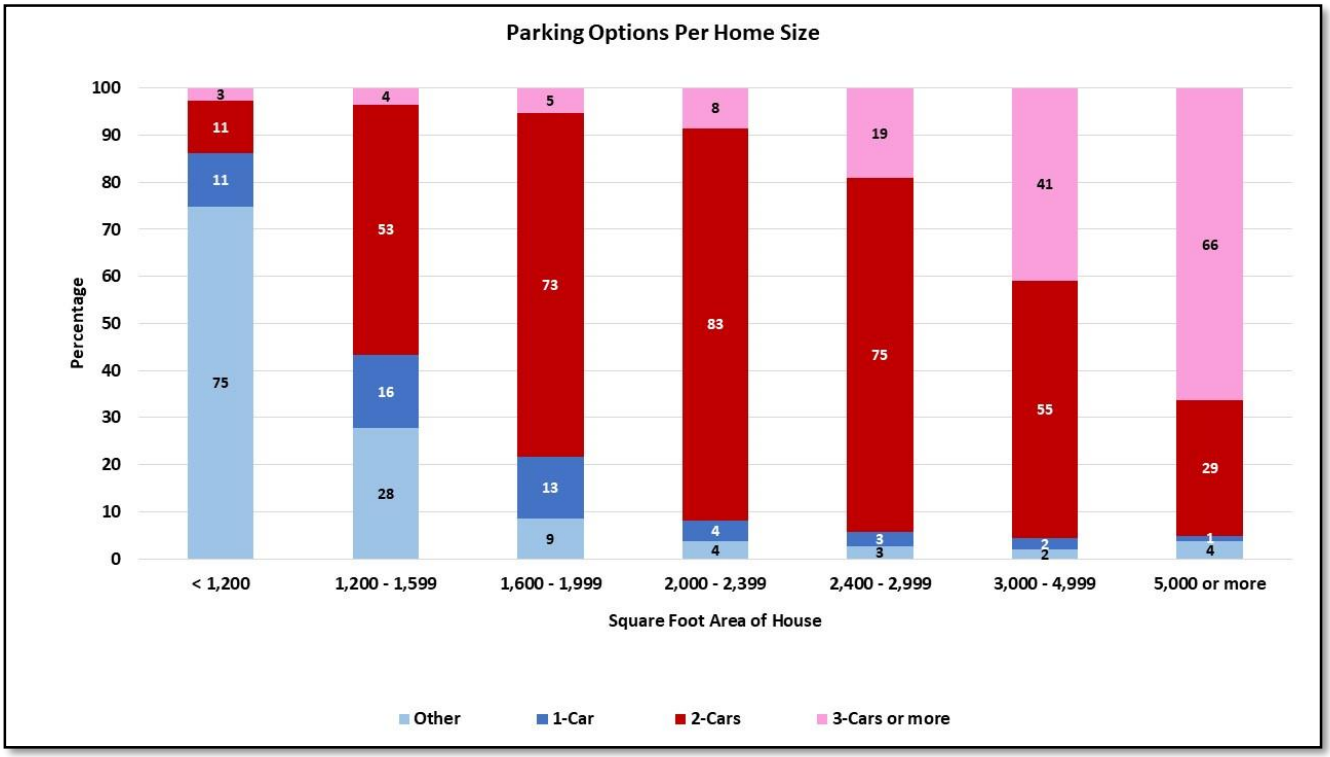
For the Board's review and discussion, staff is providing the following information:

Overview:

Evidence and reason suggest that the minimum parking demand and home size are correlated (the larger the home, the greater the demand for parking). The National Association of Home Builders Analysis of the 2021 Census Bureau Survey of Construction data (please see Chart 1 on the following page) clearly shows that when single family housing is under 3,000 square feet, the majority (75%) of parking needs are 2 cars or under. Therefore, houses under the McMansion range typically do not require more than 2 parking spaces. However, as the housing units edge above 3,000 square feet, there is a drastic move (41%) toward requiring 3 cars or more. When the house is over 5,000 square feet, a clear majority (66%) is 3 cars or more. Therefore, McMansions typically **do require 3 or more parking spaces**.

Our current code requires 2 parking spaces per dwelling unit, no matter the size of the house. Parking demand for housing under 3,000 square feet would be covered by the current code, but the demand for parking for the current trend of houses 3,000 square feet and greater is not indicated by our current code.

Chart 1: National Association of Home Builders Analysis of the 2021 Census Bureau Survey of Construction data



Staff considers enclosed parking spaces within garages as required parking, as well as tandem parking space(s) in the driveway. However, in practice, many garages are utilized for storage or living space. This leaves some or the entire parking demand to be parked in driveways and perhaps even along the street. Due to the private nature of an enclosed garage, requiring parking only in garages is very difficult to continually enforce. **Therefore, it is even more important to consider the real parking demand of larger single-family houses, to ensure that their parking demands are not negatively impacting their neighborhoods**.

Staff researched the last ten years of single-family home permits to provide an existing condition to compare the code benchmarks with recent building activity (please see attachment 2). The research demonstrates the sizes of houses, and the number of garage and driveway parking spaces built in order to gauge whether a code change to the parking ratio would make any recent residential buildings non-conforming.

Code benchmarks:

Staff has provided local benchmarks to illustrate the ratio of parking spaces required for single family residential dwellings. Staff compared the different approaches from local municipalities as it pertains to parking single family housing (please see Table 1 on the following page). Generally, municipalities fall into 4 approaches: Approach 1 is a single standard ratio of parking spaces per dwelling unit (our current

code); Approach 2 is a tiered approach that includes a base ratio of 2 parking spaces per dwelling unit (DU) of a certain size, and additional spaces per square foot or bedroom over the base; Approach 3 is a simple ratio of parking spaces per bedroom; and lastly, Approach 4 is a ratio of 1 space per DU for a smaller home and a ratio of 2 spaces for a larger home.

Although Approach 1 seems to be more frequently used (in locations such as Jupiter Inlet Colony, Lake Park, Tequesta, Palm Beach Shores and Riviera Beach). However, Approach 2 is an alternate method utilized at the Town of Palm beach, Town of Jupiter and Wellington. Approach 2 has been utilized in communities more in line with a smaller town approach such as Juno Beach. Equally supportive of a different approach to the current code are Jupiter Island, Palm Beach Gardens and Lauderdale Lakes, which also demand greater parking in relation to the size of the house. **Therefore, several examples of alternative approaches to our existing code exist in our neighboring communities.**

Table 1

Municipality	**Approach** 1 **(Similar to Current Code)**	**Approach** 2	**Approach** 3	**Approach** 4
Jupiter		2 spaces/DU + 1 space for each bedroom over 3		
Jupiter Inlet Colony	2 spaces/DU			
Jupiter Island			1.5 spaces/ bedroom	
Lake Park	2 spaces/ DU			
Lauderdale Lakes				1 space/DU under 3 bedrooms, 2 spaces/ DUs over 4 bedrooms
North Palm Beach	1 space/DU *			
Palm Beach		2 spaces/3,300 SF + 1 spaces each additional 3,000 SF		
Palm Beach Gardens			Greater of: 2 spaces/DU or 1 space per Bedroom	
Palm Beach Shores	2 spaces/ DU			
Riviera Beach	2 spaces/DU			
Tequesta	2 spaces/DU			
Wellington		2 spaces/DU + 1 space for each bedroom over 4		

*Below the Town of Juno Beach's current code

DU = Dwelling unit

SF = Square feet

RECOMMENDATION:

Staff is ready to answer any questions the Board may have on this item.

Attachments:

Attachment 1 – Benchmark Language

Attachment 2 – Existing conditions – Sample 10 of Single Family Home Permits since 2013

Reference(s):

Town of Palm Beach

https://library.municode.com/fl/palm_beach/codes/code_of_ordinances?nodeId=PTIICOOR_CH134ZO_ARTIXOREPALO_DIV2OREPA_S134-2176SACH

Jupiter Island

https://library.municode.com/fl/jupiter_island/codes/code_of_ordinances?nodeId=PTIICOOR_APXALADERE_ARTIVSURE_DIV3DEST_S3.10OREPA

Lauderdale Lakes

https://library.municode.com/fl/lauderdale_lakes/codes/land_development_regulations_?nodeId=CH8OREPALODRST_S801OREPALOST

Palm Beach Shores

https://library.municode.com/fl/palm_beach_shores/codes/code_of_ordinances?nodeId=PTIICOOR_APXAZOOR_SVDIRE_PF._5.13OREPA

Jupiter

https://library.municode.com/fl/jupiter/codes/code_of_ordinances?nodeId=SPBLADERE_CH27ZO_ARTXISUDIRE_DIV32PARE_S27-2828STREOREPALOSP

Palm Beach Gardens

https://library.municode.com/fl/palm_beach_gardens/codes/code_of_ordinances?nodeId=SPBLADERE_CH78LADE_ARTVSUDIRE_DIV9OREPALO_SDIOREPAVE_S78-345NUPASPRE

North Palm Beach

https://library.municode.com/fl/north_palm_beach/codes/code_of_ordinances?nodeId=PTIICOOR_APXCZO_ARTIIIDIRE_S45-27SIMIDWDI

Riviera Beach

https://library.municode.com/fl/riviera_beach/codes/code_of_ordinances?nodeId=PTIICOOR_CH31ZO_ARTVIIOREPALO_S31-577OREPARA

Tequesta

https://library.municode.com/fl/tequesta/codes/code_of_ordinances?nodeId=PTIICOOR_CH78ZO_ARTXOREREPALORE_S78-705RENUPASP

Wellington

https://library.municode.com/fl/wellington/codes/unified_land_development_code?nodeId=ART7SIDEST_CH5OREPALO_S7.5.1GE

Jupiter Inlet Colony

https://library.municode.com/fl/jupiter_inlet_colony/codes/code_of_ordinances?nodeId=APXAZOCO_ARTIGEPR_S10REUPLABUST

Lake Park

https://library.municode.com/fl/lake_park/codes/code_of_ordinances?nodeId=SPBLADERE_CH78ZO_ARTVSURE_S78-142OREPALO