

1st Reading: September 13, 2021

2nd Reading: September 27, 2021

ORDINANCE NO. 2021-06

AN ORDINANCE OF THE CITY COUNCIL FOR THE CITY OF WESTLAKE, FLORIDA, AMENDING ESTABLISHING REGULATIONS FOR PARKING WITHIN THE CITY OF WESTLAKE; PROVIDING FOR PURPOSE AND INTENT; PROVIDING FOR DEFINITIONS; PROVIDING FOR RESIDENTIAL AND COMMERCIAL PROPERTY PARKING STANDARDS; ALL OF WHICH SHALL BECOME PART OF THE CODE OF ORDINANCES, ENTITLED "PARKING REGULATIONS", PROVIDING FOR CODIFICATION, PROVIDING FOR A CONFLICTS CLAUSE, PROVIDING FOR SEVERABILITY, AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, on or about May 3, 2018, the Florida Department of Economic Opportunity provided the City with notice of intent to find the City's initial comprehensive plan in compliance and is now the effective and controlling Comprehensive Plan for the City of Westlake (Comprehensive Plan); and

Whereas, the purpose and intent of the off-street parking and loading standards in the City of Westlake Land Development Regulations is to ensure that adequate parking is provided to meet the parking needs of all uses located within the City of Westlake; and

Whereas, the parking code provides standards and requirements for parking both on-site and off-site, loading requirements and stacking requirements for parking facilities based upon the density and intensity of residential and non-residential use; and

Whereas, the parking code provides requirements for pedestrian circulation, lighting standards within parking lots, and standards for reduced and shared parking requirements for new or expanded uses; and

Whereas, the parking code does not regulate every form and instance of parking which may occur within the jurisdictional limits for the City of Westlake, rather they are intended to regulate those forms and instances that are most likely to meaningfully affect one or more of the purposes contained herein; and

Whereas, if any provision of this parking regulations code is found by a court of competent jurisdiction to be invalid, such finding will not affect the validity of the other provisions of the parking regulations ordinance, which can be given effect without the invalid provision; and

Whereas, the Local Planning Agency has conducted a hearing on TBD, and made a recommendation to the City Council with respect to the adoption of the parking regulations ordinance; and

Whereas, the City Council has conducted a public hearing on TBD, wherein it considered the recommendation of the Local Planning Agency Board, the City staff and comments from the public into consideration and has determined that the adoption of this parking regulations ordinance is in the best interest of the public safety and welfare of the City of Westlake; and

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY FOR THE CITY OF WESTLAKE,

FLORIDA, as follows:

Section 1: **Incorporation.** The above recitals are confirmed, adopted and are incorporated herein by reference.

Section 2: **Parking Regulations.** The code of ordinances for the City of Westlake shall contain a chapter entitled "**Parking Regulations**" which code shall contain the provisions as specifically set forth herein.

CHAPTER 8 PARKING REGULATIONS

Article 8.1 INTENT

Section 1: **Intent.** This Chapter is intended to ensure that adequate parking is provided to meet the parking needs of all uses located within the City. All parking areas shall be designed and located for the following purposes:

- A) To serve the use for which constructed; and
- B) To protect the public safety; and
- C) To mitigate potential adverse traffic and parking impacts on adjacent uses.

ARTICLE 8.2 APPLICABILITY OF CHAPTER

Section 1: **Applicability.** The requirements of this Chapter shall apply to all development, including new structures, alterations or improvements to existing structures, establishment of new uses, or change of use. Off-street parking shall be available for use prior to the issuance of any certificate of occupancy or occupational license.

Section 2: **Expansion.** If an existing building, structure, or use that conforms to the off-street parking requirements is expanded, the area of expansion shall be consistent with requirements of this chapter, including off-street parking and landscaping.

Section 3: **Change in use.** Whenever a change of use or occupancy occurs and does not involve expansion of an existing building, the new use or occupancy shall meet the off-street parking requirements of this chapter.

Section 4: **Nonconformities.** Whenever an expansion occurs to a building or structure that is not in conformance with the off-street parking requirements established in this chapter, the area of expansion shall be consistent with requirements of this chapter, including off-street parking **and landscaping.**

Section 5: **Calculations.** Calculations shall be rounded to the nearest whole number.

Section 6: **Handicapped Parking.** These regulations hereby incorporate by reference all applicable provisions of Chapter 553, Part II, Accessibility by Handicapped Persons, Florida Statutes, as they apply to parking requirements and which incorporate the federal Americans with Disabilities Act Standards for Accessible Design. These requirements control over any other regulation in this code that may be in conflict.

ARTICLE 8.3 RESTRICTIONS ON PARKING

Section 1. **General Use Restriction of Parking Areas.** Required parking spaces shall not be used for the storage, sale or display of goods or materials or for the sale, repair, or servicing of vehicles unless specifically exempted or permitted as indicated in this section.

Section 2. **Operable Vehicles.** All vehicles parked within off-street parking areas shall be registered and capable of moving under their own power.

Section 3. C) Repairs and Maintenance. Minor repairs and motor vehicle maintenance on personal vehicles may be conducted in residential driveways. Other repairs of personal vehicles may be made within enclosed garages. Use of residential property to repair vehicles as a commercial transaction is prohibited.

Section 4. Electric vehicle charging stations. Electric vehicle charging stations are allowed in all multi-family residential and non-residential areas.

Section 5. Portable Storage Units. Parking and storage of portable storage units in residential areas or on residential lots.

(1) **Time limitation.** The temporary use and placement of a portable storage unit for the loading or unloading of items to or from the unit or residence is permitted on residential property for a period not to exceed fourteen (14) consecutive days. The planning and zoning director or designee may grant one (1) extension not to exceed fourteen (14) additional consecutive days for good cause. The temporary use and placement of a portable storage unit for the loading and unloading of items to or from a unit or residence is permitted only once per any twelve- (12-) month period unless there is a change of ownership of the residential premises during such twelve- (12-) month period.

(2) **Placement.** The placement of the portable storage unit shall be on either the driveway or approved parking area surface and shall be accomplished in such a manner that no landscaping is damaged as a result. Portable storage units shall not be placed within any right-of-way or over any easement.

(3) **Removal of portable storage units during tropical storm watch or warning and hurricane warning or watch required.** In the event the National Weather Service, National Hurricane Center, or appropriate weather agency declares a tropical storm watch or warning or a hurricane watch or warning that would impact the City of Westlake, all portable storage units located within the city shall be immediately removed from the property so as not to create a safety hazard because of hurricane or tropical storm force winds. The removal and replacement of any portable storage unit pursuant to this subsection shall not count toward the twelve- (12-) month limitation period as set forth in subsection (1) above nor shall compliance with this subsection diminish the total number of days allowed.

Section 6. Commercial Vehicles in Residential Areas. Commercial vehicles shall not be parked, stored, or repaired in a residential subdivision, in guest parking, or on a residential lot unless subject to one of the following exceptions:

(1) **Construction sites.** Vehicles parked temporarily at a site undergoing construction, for which a current and valid building permit has been issued by the City. The vehicle may remain at the construction site only as long as necessary. However, under no circumstances shall the vehicle remain after completion of the construction or expiration of the building permit, whichever occurs first.

(2) **Sales office use.** The use of a vehicle as a sales office on an approved development site, subject to all provisions of this subdivision pertaining to such use.

(3) **Security.** The use of a vehicle for security, subject to all provisions of this subdivision pertaining to such use.

(4) **Deliveries and service calls.** The use of a vehicle for deliveries, service calls, and other related trade services, provided such use is limited to the reasonable time necessary to complete a delivery or service.

(5) **Disabled vehicles.** A vehicle which becomes disabled and, as a result of such status, cannot reasonably comply with this subdivision. Such vehicle shall be removed from the residential district within 48 hours of the disabling incident, regardless of the nature of the disabling incident.

(6) **Public safety.** A vehicle which is owned, maintained, or operated by an agency of government for the purpose of public safety.

(7) **Enclosed parking.** A vehicle which is parked or stored in a fully-enclosed garage facility.

Section 7. Recreational Vehicles and Watercraft

(1) **Storage.** Recreational vehicles and watercraft shall be stored in a fully-enclosed garage facility.

(2) **Loading and unloading.** An RV or watercraft may be permitted in the front yard of a lot for one 24-hour period to permit loading or unloading. This period may be extended by the Planning and Zoning Director.

(3) **Residential use prohibited.** Under no circumstances shall an RV or watercraft, parked or stored pursuant to this subdivision, be used for temporary or permanent residential purposes, including living, sleeping, or other similar occupancy, or storage in any manner.

(4) **Watercraft and trailers.** For the purposes of this subdivision, when a watercraft is parked, stored, or resting on a trailer or similar device used or intended for storage or transportation, the watercraft and the trailer shall be considered a single unit and subject to the regulations and restrictions applicable to a watercraft.

ARTICLE 8.4 Provision of adequate parking. The owner, developer, or operator of a specific use shall be responsible to provide and maintain adequate off-street parking to meet the specific characteristics of a use or combination of uses located on a site or property.

ARTICLE 8.5 LOCATION OF REQUIRED PARKING

Section 1: General Location. All off-street parking shall be located on or near the same lot or parcel as the use for which the parking is provided in order to provide convenient and safe access to the uses served by such facilities.

Section 2: Off-site Location. Parking located off of the same lot or parcel as the use for which the parking is provided is allowed only if the provision of such parking and access will be available and guaranteed via ownership, lease, or other legally binding mechanism in a recordable form acceptable to the City Attorney. The off-site parking shall remain in place until said legally binding document is released by the City. Off-Site parking may be conditionally allowed only for non-residential uses with the approval by City Council. The City Council will evaluate the on-site parking provided along with a parking study completed by a licensed professional engineer to justify the proposed for parking solution(s). Off-site parking must be located within eight hundred (800) feet of the applicant's project site. This distance shall be measured from property line to property line. Off-site parking may not be located adjacent to or within a single-family residential area.

Section 3: Residential Driveways. Driveways are required for single family detached dwellings, and are considered off-street parking spaces for single-family dwellings. However, the length and width of the driveway must provide sufficient space to comply with the requirements of this chapter.

For single family attached dwellings, if driveways are not provided. off-street, on-street, or other alternative parking shall be provided within 360 feet of the single family attached dwelling unit in order to meet parking requirements.

Section 4: **Building setbacks.** Parking of vehicles in any front, side, or rear building setback or landscape buffer, except on driveways, other designated parking areas and other approved surfaces, is prohibited unless allowed as temporary parking as defined below.

Section 5: **Temporary Residential Yard Parking.** Temporary parking of vehicles in a yard is permitted for social or other events held at a residence, provided such parking shall not exceed eight hours in a 24-hour period. Temporary parking in a yard due to renovation or repair of a driveway or residence is permitted for the duration of the construction of the improvements.

ARTICLE 8.6 DIMENSIONS OF PARKING SPACES

Section 1: The dimensions and geometrics of off-street parking areas shall conform to the following minimum standards.

A) **Residential.**

(1) **Individual Parking Space.** Each parking space for dwelling units that do not share a common parking lot, including spaces provided in single-family dwelling unit driveways, shall be a minimum of eight and one half (8'6") feet wide and twenty (20) feet long. Parking spaces may be side to side, end to end or not contiguous to each other.

(2) **Common Parking Lots.** For dwelling units that share a common parking lot, parking spaces and aisles shall be subject to Table 8-1, Minimum Parking Dimensions.

B) **Nonresidential.**

(1) All nonresidential uses shall provide parking spaces that comply with Table 8-1, Minimum Parking Dimensions. Use of parking angles not listed in the Table shall use dimensions based on linear interpolation.

Section 2: **Parking along road or drive aisle.**

A) **On-road parking requirement.** On-road parking may only be provided on roads with curbing and shall not encroach upon required spaces for motor vehicle or bicycle lanes and shall not conflict with other code requirements.

B) **On-road parking options.** On-road parking may be parallel or angled on local roads.

(1) **Parallel Parking.** On-road parking must be parallel on collector or higher function roads. Parallel parking spaces shall have a minimum length of twenty-one (21) feet and a minimum width of nine (9) feet. Parallel parking spaces on local residential roads may have a reduced width of eight (8) feet.

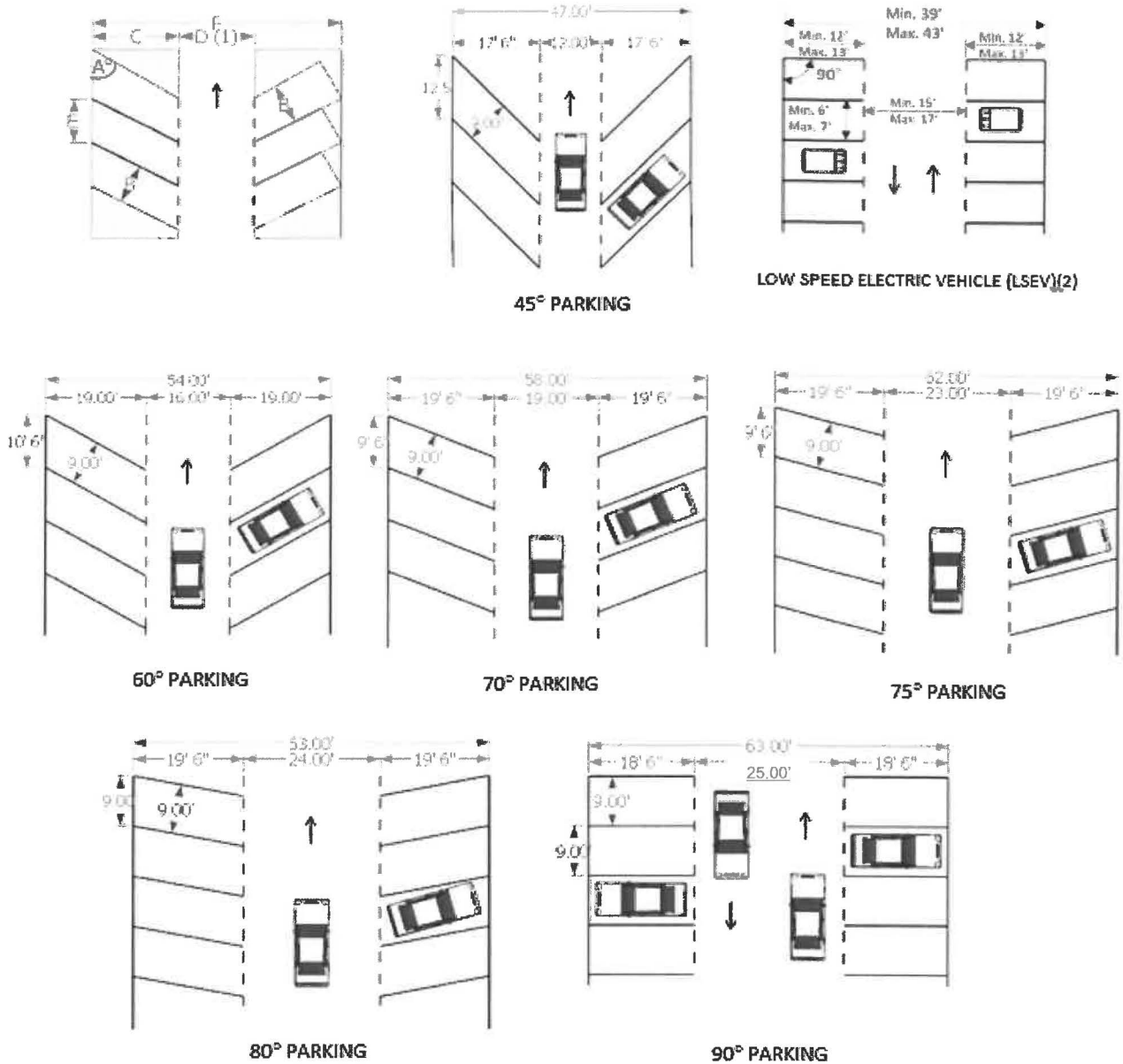
Graphic 8-1



~~(4)~~(2) **Angled parking.** Angled parking is allowed along local roads and shall meet the

dimensional requirements of Table 8-1 when applicable. Back-in angle parking may be used for on-street parking on local roads.

Graphic 8-2



Key					
A	Parking Angle	C	Space Depth	E	Curb Length
B	Space Width	D	Aisle Width (1)	F	Wall to Wall Width
Notes:					
1. All angled parking with two-way traffic movement shall be a minimum of 24 feet wide except for some parking lots with 90-degree parking spaces, or unless stated otherwise herein.					
2. While drive aisles in LSEV parking areas are not intended solely for use by LSEV, the overall width and minimum aisle width may be increased to allow the aisle width permitted for standard sized vehicles.					

TABLE 8-1: MINIMUM PARKING DIMENSIONS FOR NONRESIDENTIAL USES AND RESIDENTIAL USES WITH SHARED PARKING LOTS

A Angle	Use (1)	B Space Width (feet)	C Space Depth (feet)	D Aisle Width (feet)	E Curb Length (feet)	F Module Width (feet)
45	General	9.0	17.5	12.0	12.5	47.0
	Retail	9.5	17.5	12.0	13.5	47.0
	Handicapped	12.0	17.5	12.0	17.0	47.0
60	General	9.0	19.0	16.0	10.5	54.0
	Retail	9.5	19.0	15.0	11.0	53.0
	Handicapped	12.0	19.0	14.0	14.0	52.0
70	General	9.0	19.5	19.0	9.5	58.0
	Retail	9.5	19.5	18.0	10.0	57.0
	Handicapped	12.0	19.5	17.0	12.5	56.0
75	General	9.0	19.5	23.0	9.5	62.0
	Retail	9.5	19.5	22.0	10.0	61.0
	Handicapped	12.0	19.5	21.0	12.5	60.0
80	General	9.0	19.5	24.0	9.0	63.0
	Retail	9.5	19.5	23.0	9.5	62.0
	Handicapped	12.0	19.5	22.0	12.0	61.0
90	General	9.0	18.5	25.0	9.0	63.0
	Retail	9.0	18.5	25.0	9.5	62.0
	Handicapped	12.0	18.5	25.0	12.0	61.0
90	Low Speed Electric Vehicle (LSEV)	Min. 6.0 <u>Max. 7.0</u>	Min. 12.0 <u>Max. 13.0</u>	Min. 15.0(2) <u>Max. 17.0(2)</u>	Min. 6.0 <u>Max. 7.0</u>	Min. 39.0(2) <u>Max. 43.0(2)</u>
<u>90</u>	<u>Motorcycle</u>	<u>4.0</u>	<u>9.0</u>	<u>15.0(2)</u>	<u>6.0</u>	<u>39.0(2)</u>

(1) The term "general" applies to parking spaces designated to serve all commercial uses except retail and residential uses with shared parking lots. Spaces reserved for use by disabled persons shall be governed by the rows labeled "handicap." Handicapped dimensions are intended to meet or exceed the requirements of Ch. 553, Part II, F.S., however Ch. 553, Part 11, F.S. controls if more restrictive.

(2) Where drive aisles in LSEV or motorcycle parking areas are not intended solely for use by LSEV or motorcycle, the overall width and minimum aisle width may be increased to allow the aisle width permitted for standard sized vehicles.

(3) Angled parking with two-way traffic movement shall be a minimum of 24 feet wide except for some parking lots with 90- degree parking stalls, or unless stated otherwise herein.

(4) Parking spaces using geometric standards other than those specified may be considered and approved by the City Engineer if the alternative standards are developed and sealed by a professional engineer licensed in Florida with expertise in parking facility design, demonstrating an equivalent degree of safety and convenience.

[\(5\) LSEV is defined below.](#)

ARTICLE 8.7 PARKING LOT FEATURES

Section 1: Circulation Plan

- A) **Coordinated Circulation Plan.** There shall be safe, adequate, and convenient arrangement of off-street parking, queuing spaces, loading spaces, and drive aisles in coordination with pedestrian pathways, bikeways, roads, driveways, access points, landscaping, open space, and adjacent buildings.

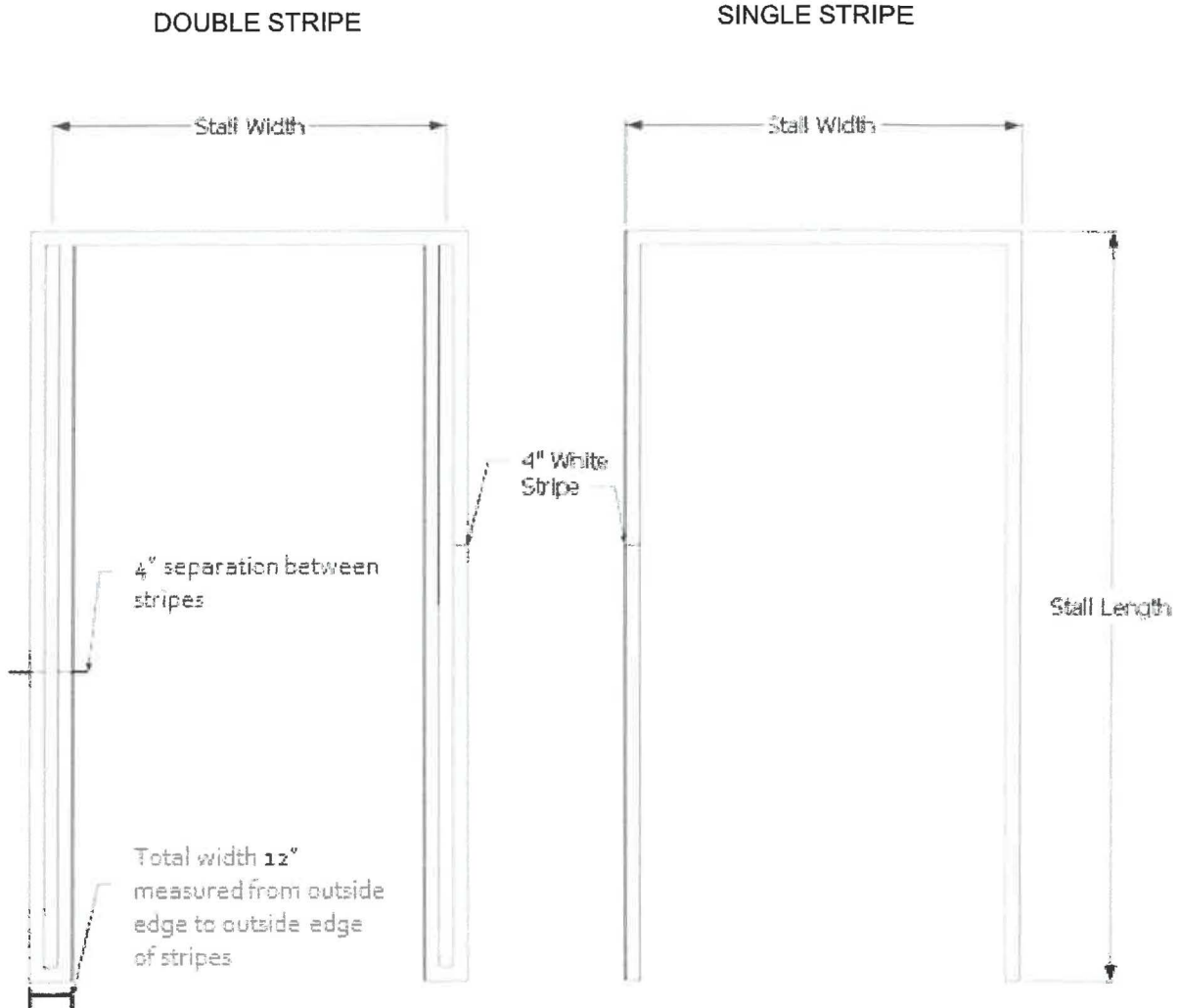
Section 2: Vehicle Encroachment Barriers

- A) **General.** Parking areas shall provide curbing, bollards, wheel stops, elevated pathways, additional spacing, or other methods to deter vehicles from damaging walls, structures, poles, columns, signage, fences, outdoor furniture, or other facilities or equipment (e.g., bike racks, shopping cart corrals, electrical/communication/drainage devices, etc.) or encroach upon pedestrian pathways, sidewalks, shared use paths, or required landscaping.
- B) **Bollards.** Bollards are encouraged to protect areas of concentrated pedestrian traffic and otherwise limit encroachment onto pedestrian pathways. Bollards shall not be less than three (3) feet high and shall be marked or colored to enhance visibility.
- C) **Wheel stops.** Wheel stops are suitable against walls or other boundary conditions where pedestrians cannot travel. The use of wheel stops to deter vehicle encroachment upon pedestrian pathways should be avoided when practicable. Wheel stops shall not exceed six (6) inches in height.
- D) **Curbing.** Curbing shall not exceed six (6) inches in height.
- E) **Placement.** Wheel stops and bollards shall be placed two and one-half (2.5) feet back from walls, structures, poles, columns, signage, fences, outdoor furniture, or other facilities or equipment, pedestrian pathways, sidewalks, shared use paths, and required landscaping. Continuous curbing shall not be placed within the tree drip line of landscaped areas that include trees. Curb placement, additional spacing, or other methods shall ensure that vehicle overhang does not encroach upon required pedestrian pathways, sidewalks, shared use paths, or required landscaping.
- F) **Pedestrian safety.** The use of wheel stops to protect pedestrian pathways shall minimize pedestrian vulnerability to slipping, tripping, or falling due to the use of wheel stops in areas where pedestrians (including those entering and exiting motor vehicles) may walk to access pedestrian pathways.
 - (1) The wheel stops shall be clearly visible by coloration which contrasts with the surroundings and by adequate lighting.
 - (2) When used in parking stalls, wheel stops shall be no longer than six (6) feet and shall be centered within the width of the stall such that the ends of the wheel stops are no closer than eight (8) inches from the inner edge of the painted perimeter striping in order to provide for an adequate spacing between adjacent wheel stops where pedestrians can safely walk.
 - (3) Wheel stops shall not be placed within pedestrian pathways.
 - (4) Wheel stops must be permanently secured to the pavement or ground and maintained in good condition. Any damage to wheel stops, including protruding anchors, shall be repaired promptly.
- G) **Handicapped Accessibility.** Notwithstanding these local provisions, statutory provisions for use of vehicle encroachment barriers, such as wheel stops, or curbing are required.

Section 3: Pavement Marking/Striping/Signage

- A) Parking lots containing spaces for three or more vehicles shall delineate each space by single or double stripes on each side of the space. All stripes shall be delineated in white paint, thermal plastic coating, or pavers, except for handicapped spaces. The width of the delineated stripe shall be four (4") inches. Double striping separation from inside edge of stripe to inside edge of stripe shall be no less than eight (8") inches and no more than sixteen (16") inches. The effective width of the double stripes shall range from sixteen (16") inches to twenty-four (24") inches, measured from outside edge of stripe to outside edge of stripe.

Graphic 8-3



A) Striping of handicapped spaces shall meet the requirements of Chapter 553, Part II, F.S.

~~A) Each Electric Vehicle (EV) space shall be marked by a sign designating the parking space as an EV parking space, in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) of the Federal Highway Administration. Vehicles that are not capable of using the Electrical Vehicle~~

Charging Station are prohibited from parking in this space. EV spaces shall be painted green or shall be marked by green painted lines or curbs.

Section 4: Maintenance.

- A) All parking lots shall be maintained in safe condition to prevent any hazards, such as cracked asphalt or potholes.
- B) Sealcoating shall be used only for preventative maintenance and shall not be permitted for pavement structural repairs or cracks.
- C) Pavement markings shall be clearly visible.
- D) Off-street parking facilities and parking facilities for all residential uses shall be free of weeds, dust, trash, and debris. Drainage systems for off-street parking facilities shall be maintained in a manner acceptable to the City Engineer.

Section 5: Shell Rock

- A) The uses listed below may construct surface parking lots with shell-rock or similar material approved by the City Engineer. Parking areas connected to a public road, shall be paved.
 - (1) Agricultural uses requiring less than 20 spaces.
 - (2) Communication towers.
 - (3) Accessory uses to a bona fide agricultural use, such as farm workers quarters.
 - (4) Nurseries.

Section 6: Access

- A) Ingress and egress shall be located to present the least interference with traffic and the least nuisance on any adjacent road. The location, size and number of entrances and exits shall be subject to approval by the City Engineer.
- B) Each parking space shall have appropriate access to a road or alley. Legally platted lots that accommodate one or two units shall be allowed backward egress from a driveway onto a road. In all other cases, maneuvering and access aisle area shall be sufficient to permit vehicles to enter and leave the parking lot in a forward motion.
- C) Access ways, except those associated with a single-family residential driveway, shall be subject to the following dimensional standards in Table 8-2.

TABLE 8-2: DIMENSIONS OF ACCESS WAYS

Minimum Width at Street	Feet (1)
One-Way	20
Two-way with median	40 ⁽²⁾
Two-way without median	25
Right Turn Radius (3)	
Minimum	25
Maximum	30

Notes:

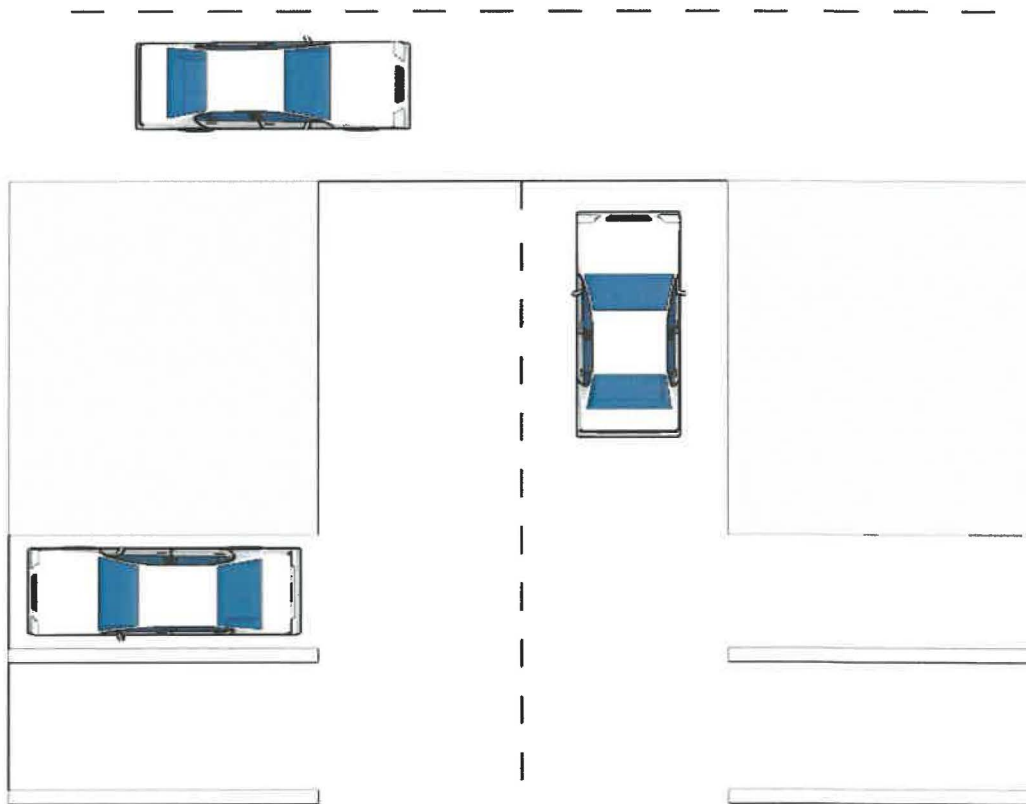
1. Widths exceeding these standards may be approved by the Planning Director or the City Engineer, depending on the use.

2. Width excludes median. 20-foot unobstructed pavement required on both sides of median, excluding guardhouses and landscape islands.

3. Measured on side of driveway exposed to entry or exit by right turning vehicles.

A) **Entrance Queue.** In a parking lot a minimum queuing distance of 25 feet is required between the property line or lot line at the point of access and the first parking space, unless otherwise specified in Minimum Queuing Standards.

Graphic 8-4



B) Queuing and By-Pass Standards for Drive-Through Establishments

(1) **Queuing shall be provided for all drive-through establishments.** Each queuing space shall be a minimum of ten feet (10') by twenty (20') feet, clearly defined and designed so as not to conflict or interfere with other traffic using the site. The dimensions for the point of service space may be reduced to nine (9') feet by twenty (20') ~~feet~~ feet. Unless otherwise indicated below, queuing shall be measured from the front of the stopped vehicle located at the point of service ~~to the~~ to the rear of the queuing lane. One additional queuing space shall also be provided after the point of service for all uses.

(2) **A by-pass lane a minimum of ten feet wide shall be provided before or around the point of service.** Subject to the Planning and Zoning Director's approval, a by-pass lane may not be required if the queuing lane is adjacent to a vehicular use area which functions as a by-pass lane. The by-pass lane shall be clearly designated and distinct from the queuing area.

(3) **Number of Queuing Spaces.** The number of queuing spaces is based on the type of use. The number of required spaces may be allocated to one or more drive-through lanes. The required number of queuing spaces is provided in Table 8-3.

TABLE 8-3: MINIMUM DRIVE-THROUGH QUEUING STANDARDS

Use	Number of Spaces (1)	Required By-pass (2)
Drive-through Financial Institution		
Teller Lanes	3	Yes
Automatic Teller Machine Lanes	2	No
Drive-through Restaurant	7 (3)	Yes
Minimum before Menu Board	4 (3)	Yes
High Intensity Drive Through	12 (3)	Yes
Drive-through Car Wash		
Automatic	5	No
Self-Service	3	Yes
Drive-through Oil Change	4	Yes
Gasoline Pump Island	1 queue at each end of pump island.	No
Drive-through Dry Cleaning or Laundry	3	Yes
Drive-through General Retail	4	Yes

Commercial Parking Lot	3	No
<p>Notes:</p> <p>1. The space accommodating the vehicle being serviced shall be counted as one of the minimum number of spaces. Also, a maximum of 205% of the required spaces may count toward the off-street parking space minimums.</p> <p>2. All Uses: a by-pass lane shall be required if more than 5 queuing spaces are provided.</p> <p><u>3. Up to two (2) reserved spaces after the menu board and adjacent to, or in the vicinity of, the drive-through lane(s) and can be easily accessed from drive-through lane(s) can be credited towards the queuing requirement. These spaces shall be clearly marked as "reserve for drive-through only" and shall not be credited towards the total number of required parking spaces.</u></p>		

Section 7: Valet Parking: Any use may utilize valet parking, subject to the following criteria: Valet parking area must be clear of fire lanes and Americans with Disabilities Act accessible parking spaces and/or accessible ramps.

- A) Valet parking for restaurants and within retail commercial shopping centers shall not utilize more than twenty (20%) percent of the on-site parking provided for the project.
- B) The area of the valet parking shall be clear of driveways, drive aisles, and shall not modify the approved access circulation, unless otherwise approved by the City.
- C) Parking spaces reserved for valet parking shall be located in the portion of the parking lot farthest from the principal structure.
- D) A request to establish valet parking shall include:
 - (1) The location of the valet booth/drop-off area;
 - (2) The location and number of parking spaces to be utilized for valet parking;
 - (3) Consent of the property owner;
 - (4) The hours of operation; and
 - (5) Location and dimensions of any signage associated with the valet parking service.

Section 8: Loading

- A) Off-street loading facilities shall be provided and maintained in the amount required in this section. These requirements may be waived or lessened in whole or part by the Planning and Zoning Director upon recommendation of the City Engineer. Any request for a waiver allowing a reduction in the number of loading spaces, size of loading area, shared use of loading facilities or other terms of this section shall require an applicant to submit a "justification statement" from a licensed professional engineer, professional landscape architect, certified planner, or other appropriate professional including the following as applicable:
 - (1) The need for the reduction and how the site functionality will be maintained;
 - (2) A conceptual layout showing vehicle paths;
 - (3) Parking reduction analysis; and
 - (4) Loading demand analysis.
 - (5) An analysis of location which does not impede traffic safety and circulation.

- B) **Minimum dimensions.** Off-street loading spaces shall comply with the minimum dimensions indicated below.
- (1) **Overhead clearance:** 15 feet.
 - (2) **Minimum width:** 12 feet.
 - (3) **Minimum length:** 35 feet long, exclusive of access or maneuvering areas, platforms and other appurtenances.
 - (4) **Maneuvering apron.** A maneuvering apron, a minimum of twelve (12') feet wide and thirty-five (35') feet long, shall be provided directly behind the loading space intended to serve, or as otherwise may be approved by the city.
- C) **Location.** Except as provided in Shared use of loading facilities, off-street loading facilities shall be located on the same property which they serve.
- (1) **Residential development.** Off-street loading facilities shall not be located within one hundred (100') feet of a single family residential developed area.
 - (2) **Enclosure.** The city may require off-street loading facilities to be enclosed, screened, or buffered to minimize visual impacts, noise, or other off-site impacts on adjacent property owners.
 - (3) **Refrigerated trucks.** Refrigerated trucks, and other trucks which require compressors, engines, refrigeration equipment, and similar equipment to be continuously or periodically operational shall not park within two hundred-fifty (250') feet of any single family residential developed area during the hours of 7:00 p.m. to 7:00 a.m. on weekdays, and 7:00 p.m. to 9:00 a.m. on Saturday and Sunday.
 - (4) **Location:** The location of the loading facility can not impede traffic safety and circulation.
- D) **Circulation.**
- (1) Access and maneuvering areas, ramps, and other vehicular circulation areas associated with such facilities shall not be located on a public or private road right-of-way.
 - (2) **Entrances and exits.** Entrances and exits to the facility shall be located so as to minimize traffic congestion or prevent vehicles from backing from the street into the facility. Roads, alleys, or other public rights-of-way shall not be considered part of an off-street loading facility.
 - (3) All vehicular circulation shall be so arranged that the vehicles are not required to back from the road into the facility nor required to back from the facility into a road or other public-right-of way.
 - (4) In areas where access drives to off-street loading facilities occur in conjunction with off-street parking facilities that provide parking at road level for more than six hundred (600) cars, separate circulation routes within such facilities shall be maintained.
- E) **Required Features.**
- (1) **Maintenance.** Off-street loading facilities shall be maintained in good condition, free of weeds, dust, trash, and debris.
 - (2) **Lighting.** Lighting facilities shall be so arranged that the source of light does not shine directly into adjacent residential properties or into traffic on adjoining roads.
 - (3) **Markings.** All off-street loading spaces shall be striped and clearly marked in a manner acceptable to the City Engineer.

F) **Number of loading spaces required.**

- (1) **Minimum requirements.** Off-street loading facilities shall comply with the requirements of Table 8-4 and shall be applicable to a building, group of buildings, or part thereof that includes commercial, industrial, office, or other non-residential uses requiring the frequent receipt or distribution by motor vehicles of materials or merchandise as determined by the Planning and Zoning Director. Notwithstanding the requirements provided herein, structures less than ten thousand (10,000) square feet may provide a loading space of a size and at such location as is consistent with the use of the structure.

Table 8-4: REQUIRED OFF-STREET LOADING SPACES

Size (Gross Square Feet)	Number of Spaces	
	Office	Commercial/Industrial <u>Non-Residential</u>
0 to 10,000	1	1
10,001 to 50,000	1	2
50,001 to 100,000	2	3
Each additional 100,000	0.5	1

Exceptions. Hotels shall provide loading spaces based upon the number of rooms. An application for development order approval for a hotel, or which includes a hotel, shall provide a study documenting the number of loading spaces to be provided.

G) Shared use of loading facilities.

- (1) **Establishment.** Two or more neighboring uses may establish common off-street loading facilities, subject to approval by the city council. The total number of common off-street loading spaces shall not be less than the number required for individual users, unless otherwise approved by the city council. Criteria for reduction in the total number of off-street loading spaces include the following:
 - (a) Times of usage of the truck loading facilities by the individual users;
 - (b) The location of the proposed common facilities; and
 - (c) The character of the merchandise involved.
- (2) **Other requirements.** In order to establish common off-street loading facilities, the standards listed below are applicable.
 - (a) **Consent.** Written consent, in a form acceptable to the City Attorney, is obtained from all affected property owners.
 - (b) **Written agreement.** All conditions relating to the use, location, construction, and maintenance of the common facilities will be provided in a form acceptable to the City Attorney.
 - (c) **Use of common facility.** All users and property owners participating in a common off-street truck loading facility shall agree, in a form acceptable to the City Attorney, that goods moved from the common facility shall not involve movement by truck, automobile, or other vehicle.

Section 9: Pedestrian Circulation

- A) **Pedestrian safety.** Pedestrian pathways shall be arranged so that pedestrians moving between buildings and through parking areas are not unnecessarily exposed to vehicular traffic.
- B) **Pedestrian convenience.** Pedestrian walkways shall connect the parking areas to building entrances and roadside sidewalks, including a continuous internal pedestrian walkway from each adjacent perimeter public sidewalk to customer entrances. Such pedestrian access way shall be a minimum of four (4') feet in width, clearly marked, well lighted, safely surfaced, and unobstructed.

- C) **Building sidewalks.** Where off-street parking spaces directly face the front of a structure and are not separated by an access aisle from the structure, a paved pedestrian walkway shall be provided between the front of the parking space and the structure. The walkway shall be a minimum of four (4') feet wide, exclusive of vehicle overhang, and shall be separated from the parking space by concrete wheel stops or continuous curbing.

Section 10: Alternative Parking Surfaces

A) **Grassed Parking Surface**

- (1) **Grass Parking:** A portion of the required parking spaces may be grass parking subject to the following:

- (a) A written statement that the area proposed for grass parking shall be used for parking on an average of no more than three (3) days or nights each week.
- (b) The City Engineer shall confirm that the grass parking area will perform adequately and be appropriately maintained.
- (c) The City Engineer shall require grass parking area to be replaced with paving materials if the area becomes unsafe or hazardous.

- (2) **Pervious Parking Surface**

- (a) **Pervious Parking Surface.** Pervious parking surfaces may be used to satisfy the paved parking requirements subject to the City Engineer's confirmation that the pervious surface will perform adequately, meet all other applicable code and regulatory requirements, and be appropriately maintained.

ARTICLE 8.8 PARKING GARAGES

Section 1: Parking Garages General. Parking garages may be used to provide all or a portion of the required parking. Parking garages shall comply with all standards with regard to space sizing, striping, signage, construction, design, and other relevant requirements in the land development regulations.

Section 2: Parking Garage Design Standards. The unobstructed distance between columns or walls measured at any point between the ends of the parking aisle shall be as indicated in Table 8-5, Minimum Floor Width.

TABLE 8-5: PARKING GARAGES: MINIMUM FLOOR WIDTH

Angle	Parking on Both Sides of Aisle	Parking on One Side of Aisle
90	60 feet one-or two-way aisle	43 feet one-or two-way aisle
75	59 feet one-way aisle (1)	40 feet one-way aisle
60	53 feet one-way aisle (1)	34 feet one-way aisle
Notes: 1. Requests for reductions of unobstructed distances will be considered if aisle and sight parking dimensions are met, and the columns are not located at the rear of the parking spaces nor interfere with the opening of doors.		

ARTICLE 8.9 Number of Parking Spaces Required

Section 1: General Provisions

- A) **Miscellaneous Uses.** For any use not listed in Table 8-6, Required Off-street Parking Spaces, the planning and zoning director shall determine off-street parking requirements based on uses with similar characteristics.
- B) **Required spaces.** The number of off-street parking spaces required for individual uses is established in Table 8-6. The standards established in this section provide the minimum vehicular parking requirements for the various uses as classified. As indicated in Table 8-6, the planning and zoning director may request additional information to demonstrate compliance with overall parking demand.
- C) **Mixed uses.** For mixed use projects approved by the city council with a specific percentage of individual uses, total off-street parking requirements shall be calculated based upon the requirements applicable to each individual use. For commercial shopping centers or other centers which may provide a variety of mixed uses, the parking requirements for a shopping center shall apply.
- D) **Parking Deviation(s).** Deviation(s) from the provisions of this Chapter may be permitted for government facilities within the Downtown Mixed Use and Civic Zoning Districts, subject to approval by the City Council utilizing the following standards:
 - (1) The proposed deviation(s) maintains compatibility with the uses and character of land surrounding and in the vicinity of the land proposed for development;
 - (2) Adverse effects on adjacent uses and lands, including but not limited to visual impact, are determined to be minimal or otherwise negligible upon review and consideration of surrounding lands, uses, zoning, Future Land Use (FLU), character, or other pre-existing conditions;
 - (3) Special or unique circumstances or factors exist that are applicable to the proposed use, structure, feature, or land proposed for development;

- (4) The proposed deviation(s) allows for reasonable or practical use of the land proposed for development;
- (5) Approval of the deviation(s) is consistent with the purpose, goals, policies, and objectives of the Comprehensive Plan and these Land Development Regulations; and,
- (6) Approval of the deviation(s) is not injurious to the surrounding area or otherwise detrimental to public health, safety, and general welfare.

E) Electric Vehicle Charging Stations. Each Electric Vehicle Charging Parking Space (EVCPS) shall be marked by a sign designating the parking space as an EVCPS parking space, in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) of the Federal Highway Administration for electric vehicles.

- (1) For multi-family residential developments, Electric Vehicle Charging Parking Space(s) (EVCPS) are permitted by right.
- (2) Non-residential developments shall have a minimum of one (1) space or 2% of the total required parking spaces (whichever is greater) designated as EVCPS, up to a maximum of 20 spaces or up to 10% of the total required parking spaces (whichever is greater).
- (3) -In order to qualify as an EVCPS, the parking space must have a Level 2 or higher electric vehicle charger.
- (4) By right, any space in any residential or non-residential development may be developed with the electrical and other infrastructure necessary to support an electric vehicle charger, whether or not such charger is installed.
- (5) All EVCPSs shall count towards parking space requirements. Vehicles that are not capable of charging by using the EVCPS are prohibited from parking in these space.
- (6) EVCPSs shall be painted green or shall be marked by green painted lines or curbs.

F) Low Speed Electric Vehicles (LSEV). For purposes of this ordinance LSEV shall mean a Golf carts, Hybrid golf carts, Low Speed vehicles, Neighborhood electric vehicles, Speed modified golf carts, and Slow moving vehicles, as those terms are defined in Ordinance 2020-11.

- (1) Residential developments with recreation areas (such as Recreation Pods, Golf Courses, or recreational facilities designed and intended for use by occupants of residential developments or subdivisions) may provide LSEV parking spaces to be used to meet up to 30% of the required recreational parking spaces. Recreational parking spaces are defined as those that serve recreational areas exclusively.
- (2) Non-residential developments shall provide a minimum of 2% and a maximum of 10% LSEV parking spaces to meet parking space requirements. These spaces are to be accessible from the shared use path. If the overall number of parking spaces required is less than or equal to 30, no LSEV parking spaces are required but they are permitted.
- (3) Parking lots that have LSEV greater than the minimum required shall be designed to accommodate the required number of general use parking spaces, and LSEV parking shall be so delineated by striping, signage, or other measures to meet the minimum standards as provided for in Table 8-1.
- (4) For purposes of counting LSEV spaces towards parking requirements one (1) LSEV parking space shall be considered equivalent to one (1) general-use space.

(5) When there is a change of land use and/or in ownership, these spaces may be converted to general-use spaces at the option of the landowner.

(6) LSEV chargers may be provided as LSEV spaces, but are not required.

(7) LSEV are permitted to park in standard vehicle parking spaces.

E)G) Motorcycles. For non-residential use providing fewer than 50 parking spaces, one (1) off-street parking space may be provided to accommodate parking of motorcycles. For non-residential use providing 50 or more spaces, a maximum of three (3) off-street parking spaces (per 50 general use spaces) may be redesigned and designated to accommodate parking of motorcycles. These spaces may be included in or counted towards the number of parking spaces required.

F)H) Assigned parking. Parking spaces assigned to a specific use may be authorized by the city manager or his/her designee, provided the number of spaces assigned to a particular use does not exceed 5% of the number of spaces required for such use. Assigned spaces shall be clearly identified by signage. Assigned spaces and required signage shall be indicated on the approved site plan associated with the affected use. Assigned parking shall not be considered in shared parking calculations.

G)I) Parking lot landscaping, signage and drainage. Parking lot landscaping, signage, drainage, and construction standards are addressed in other Chapters of the Westlake Land Development Regulations.

TABLE 8-6: REQUIRED OFF-STREET PARKING SPACES

USE/CATEGORY	SPACES REQUIRED
RESIDENTIAL (*1,2)	
Dwelling, Single-Family, Detached or Attached	2 spaces per unit plus minimum of 4% of total required spaces for guest parking
Dwelling, Multi-Family	1 space per <u>bedroom unit</u> plus minimum of 5% of total required spaces for guest parking
Dwelling, Single-Family, Detached or Attached, Affordable or Workforce Housing	1 space per unit
Dwelling, Mobile Home/Manufactured Home	1 space per unit plus minimum of 4% of total spaces for guest parking
Accessory Dwelling Unit	1 space per unit
Residence Hall or Dormitory	0.75 spaces resident
Community Residential Home, Type I (6 or less residents)	Greater of 2 spaces per unit or 1 space for each bedroom
Community Residential Home, Type II (7-14 residents)	1 space per 4 residents
Assisted Living Facility (1 or more residents)	1.25 space per dwelling unit for independent living; 1 space per 2 beds for assisted living; 1 space per 4 beds.
Foster Care Facilities and Group Homes	Lesser of 1 space for each bedroom or 0.5 space per resident
RETAIL & COMMERCIAL	

Sexually Oriented Business	1 space per 250 square feet
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Antique Store	1 space per 400 square feet
Appliance and Electronics Store	1 space per 400 square feet
Motor vehicle repair and/or service establishments, gasoline stations, and car washes	1 space per 300 square feet, plus 1 space per service bay for repair and 1 space per 2 bays for car wash, plus 1 space per 5,400 square feet of outdoor storage area.
Auto Dealership	1 space per 250 square feet of enclosed display area and offices plus 1 space per 4,500 square feet of outdoor sales, display and rental plus 1 space for every 2 service bays* <i>*Vehicle sales, storage, or display areas shall not be counted towards meeting required parking.</i>
Auto Rental, Accessory	1 space per 600 square feet of storage area
General Retail Sales or Service not specifically listed in this table	1 space per 300 square feet
Banquet Facility	1 space per 125 feet of indoor and outdoor assembly area
Convenience Store with or without Gas Sales	1 space per 240 square feet, plus 1 space per gas pump island (bay) if provided
Farm Equipment and Sales	1 space per 250 square feet of enclosed display area and offices plus 1 space per 4,500 square feet of outdoor sales, display and rental plus 1 space for every 2 service bays. At least one off-street loading area for equipment transport trailers shall be provided.
Feedstore	1 space per 300 square feet
Grocery Store/Supermarket	1 space per 240 square feet
Hotels, motels, other accommodation services	.75 spaces per room plus 1 space per 300 SF of event/conference space. Restaurant oriented toward use of public at large shall be separately calculated.
Landscape, Nursery, and Garden Supplies	1 space per 300 square feet plus 1 space per 1,200 square feet of outdoor display area
Medical Office	1 space per 240 square feet
Motorcycle Sales and Service	1 space per 600 square feet of enclosed display area and offices plus 1 space per 5,400 square feet of outdoor sales, display and rental plus 1 space for every 2 service bays
Nightclub, Bar, or Lounge	1 space per 2 seats but not less than 1 space per 100 square feet

Restaurant, Fast Food (with or without Drive-through)	1 space per 150 gross square feet including outdoor seating, plus 1 space per 250 square feet for employee parking
Restaurant, General, without Bar less than 51% of sales come from service of alcoholic beverages	1 space per 150 gross square feet including outdoor seating, plus 1 space per 250 square feet for employee parking
Restaurant, General, with Bar 51% or more of sales come from service of alcoholic beverages	1 space per 100 gross square feet including outdoor seating, plus 1 space per 250 square feet for employee parking
Restaurant, Take Out	1 space per 100 gross square feet including outdoor seating, plus 1 space per 250 square feet for employee parking
Shopping Center/Mixed Uses	1 space per 225 square feet
Showrooms, General	1 space per 600 square feet
PERSONAL SERVICES	
Animal Boarding Kennel and Pet Grooming	1 space per 400 square feet of office
Bank/Financial Institution with or without Drive Through	1 space per 300 square feet
Business, Trade and Vocational Schools	1 space for every 3 students plus 1 space per 360 square feet of classroom and office space plus 1 space for every 5 seats in gymnasiums and auditoriums
Cemetery, Funeral Home, Mausoleum	1 space per 200 square feet of office space plus 1 space per 100 feet of assembly area [1 per 4 seats]
Professional Medical Services Office or Health Care Clinic	1 space per 240 square feet
Clinic, Veterinary	1 space per 300 square feet
Day Care, Child and Adult	1 space per 12 students or clients plus 1 pickup/drop off space per 12 students plus 1 space per every 2 vans and/or buses
Emergency Health Care, Standalone, No Overnight Stay	1 space per 110 square feet.
Health, Physical Fitness, Massage Therapist, and Spa	1 space per 250 square feet
Housekeeping and Janitorial Services	1 space per 300 square feet plus 1 space for every 2 company vehicles
Laboratory: General, Dental, or Medical	1 space per 300 square feet
Laundry, Self Service	1 space per 240 square feet
Laundry, Linen Supply and Cleaning Service	1 space per 1,200 square feet plus 1 space for every 2 bays
Motion Picture Studio	1 space per 360 square feet of office space plus 6 spaces per studio plus 1 space per 1,200 square feet

Nursing Homes and Continuing Care Facilities	1 space per <u>5</u> beds plus 1 space per 300 square feet of office space, 1.25 spaces per DU for independent living.
Self Service Storage	1 space per 150 storage spaces plus 1 spaces per security quarters plus 3 spaces per office
OFFICE	
Office, Business and Professional	1 space per 300 square feet
PUBLIC AND INSTITUTIONAL	
Places of Worship	1 space per 4 seats plus 1 space per 300 square feet of office plus required parking for additional use (child or adult day care, elementary or secondary school, etc.).
College or University, Public or Private	1 space per 360 square feet of classroom, office, meeting, and assembly rooms.
Emergency Department	1 space per 200 square feet; plus 1 space per employee
Governmental Uses	1 space per 360 square feet
<u>Hospice Care Center</u>	2 spaces per bed; plus 1 space per 200 square feet of outpatient treatment area
Hospital	2 spaces per bed; plus 1 space per 200 square feet of outpatient treatment area
<u>Medical Facility with overnight stay</u>	1 space per bed; plus 1 space per 200 square feet of outpatient treatment area
Post Office	1 space per 360 square feet
Post Office, Accessory	4 spaces
Schools, Elementary and Middle	1 space for every 2 classrooms plus 1 space per 300 square feet of office plus 1 pickup/drop off space per 12 students
Schools, High	1 space per classroom, plus 1 space per 250 square feet of office, plus 1 space per every 3 students
Urgent Care Center	1 space per 200 square feet; plus 1 space per employee
CULTURAL, ENTERTAINMENT, AND RECREATIONAL	
Art Gallery and Museum, Public or Private	1 space per 720 square feet
Auditorium, Public or Private	1 space per 3 seats
Bowling Alley	1 spaces per lane plus required parking for additional use (lounge restaurant, meeting rooms, etc.)
Club, Lodge, or Clubhouse, Private	1 space per 360 square feet
Golf Course, Public or Private	3 spaces per hole plus 1 space per 360 square feet of clubhouse plus required parking for additional uses
Park, Public	To be determined
Recreation Center, Public	Greater of 1 space per 240 square feet or 1 space per 4 seats

Recreation, Commercial-Indoor	To be determined
Recreation, Commercial-Outdoor	6 spaces per acre
Recreational Vehicle Park	1 space per RV parking space; 1 space per camping cabin; 1 space per 600 square feet of administrative, maintenance, or commercial space; 1 spaces per security dwelling
Stadium or Arena, Public or Private	1 space per 3 seats
Theater, Indoor	1 space per 3 seats
Zoo, Public or Private	8 spaces per acre
WHOLESALE	
Wholesale and Warehousing, General	1 space per 2,400 square feet plus 1 space per 300 square feet of office
LIGHT INDUSTRIAL	
Manufacturing, General	1 space per 1,200 square feet plus 1 space per 300 square feet of office
Contractor's Storage Yard	1 space per 300 square feet of office plus 1 space per 20,000 square feet of open storage area
Express or Parcel Delivery Distribution Center	1 space per 1,200 square feet plus 1 space for every 2 bays
TRANSPORT, UTILITIES, AND COMMUNICATIONS	
Airport, General Aviation	1 space for every 2 tie-downs and/or hangar spaces
Automobile, RV, and Boat Storage, Commercial	1 space per 300 square feet of office plus 1 space per vehicle to be stored
Freight Depot	1 space per 1,200 square feet plus 1 space per 300 square feet of office
Helistop	Number of spaces to be determined by the Planning and Zoning Director
Passenger Station	To be determined
Radio/Television Broadcast Studio	1 space per 300 square feet
Utility Plant and Major Substations	To be determined
Wireless Telecommunication Facilities	Number of spaces to be determined by Planning and Zoning Director
OTHER	
Mixed Uses, excluding Shopping Centers	The total requirement for off-street parking shall be the sum of the requirements of the various uses computed separately
Mobile Home, Temporary	1 space per 300 square feet plus additional spaces as determined by the Planning and Zoning Director
Recreation, Accessory	Number of spaces to be determined by Planning and Zoning Director
Uses Not Specifically Mentioned	Apply requirements for a use which is mentioned and similar to the subject use

Master Site Plan	Non-residential and mixed use projects may submit a parking study to address the entire development's parking requirements, which may include shared or off-site parking.
<p>NOTES:</p> <ol style="list-style-type: none"> 1. <i>Garages may be used to meet per unit residential parking requirements.</i> 2. <i>The guest parking requirement can be met by allowing daytime guest parking on street, calculated by using 20 lineal feet (exclusive of driveway entrances) per space, or by guest parking spaces elsewhere throughout the project, such as mail kiosk, park, clubhouse or other parking spaces.</i> 3. <i>Square Feet = Gross Floor Area.</i> 4. <i>Parking Studies. Parking studies, when provided, to be conducted in a professionally accepted manner to determine adequate parking for proposed use.</i> 	

Section 2: Reduction of Minimum Space Requirements

A) Shared Parking

(1) The City Council shall as part of an approval of a new or expanded use, new construction, substantial renovation, or alteration or expansion of an existing site, approve the use of shared parking to reduce overall parking requirements. The basis for approval of an application to establish shared parking includes the factors listed below.

- (a) Two or more uses located in the same structure, on the same site, or within 1000 feet (measured property line to property line) of each other that possess complementary peak hours of parking usage.
- (b) The proposed shared parking areas must be reasonably accessible to all participating uses and shared parking spaces may not be reserved for a particular use or otherwise restricted.
- (c) **Shared parking study.** Preparation, in a professionally accepted manner, of a shared parking study by a qualified professional engineer, architect, or planner. The shared parking study shall be the most recent version based on the Urban Land institute's (ULI) methodology for determining shared parking, or other professionally accepted methodology.
- (d) **Legal documentation.** The property owner(s) shall submit an appropriate restrictive covenant or access easement in recordable form acceptable to the City Attorney.
- (e) **Development order.** Any development order approved by the city council which includes the use of shared parking shall:
 - (i) Provide the city a means to readdress the shared parking in the event future parking problems or changes in use occur;

- (ii) Provide a legal description of the land and structures affected;
 - (iii) Provide for a term of at least five years;
 - (iv) Provide a site plan to indicate uses, hours of operation, parking, etc.; and
 - (v) Assure the availability of all parking spaces affected by the agreement.
- (2) The amount of parking provided pursuant to a shared parking agreement shall not be more than 20% of the required parking.

B) The minimum required number of spaces may be reduced as follows:

- (1) On-road parking may be used to meet a portion of the required minimum parking if it is located on the road adjacent to the structure or use for which the parking is required.
- (2) A maximum of 20 percent of the required queuing spaces may count toward the amount of minimum required parking if the minimum amount of required parking equals at least 25 spaces.
- (3) An electric vehicle charging station space may be included in or count towards the minimum number of parking spaces required.
- (4) **Landscaping.** The required minimum number of parking spaces may be reduced by 5% if the parking lot landscaped areas provide 20 percent more than the required number of trees pursuant to the landscape ordinance and plant or retain existing trees to shade parking lots such that the vegetated and pervious areas surrounding the trees will accommodate tree roots while minimizing interference and damage to infrastructure including the following:
 - (a) Locate trees in wide twenty (20 foot or wider) vegetated buffer strips or vegetated islands with at least twenty (20') foot diameters or similarly sized vegetated peninsulas away from overhead power lines and
 - (b) Use porous pavers that support grass growth next to areas where trees are planted.

ARTICLE 8.10 BICYCLE PARKING

Section 1: All bicycle parking facilities provided to satisfy the requirements of this subdivision shall be located on the same lot or building site as the uses they serve. Bicycle parking shall be located as close as is practical to the entrance to the use served but situated so as not obstruct the flow of pedestrians using the building entrance or sidewalk.

Section 2: **General design standards.** All bicycle parking facilities shall be anchored so as to avoid or deter easy removal. All such facilities shall be clearly identified as available for bicycle parking. Wherever the design of the building or use being served by the bicycle parking facility includes covered areas which could accommodate such facilities, either as proposed or through economical redesign, covered bicycle parking shall be encouraged.

Section 3: The following uses shall be required to provide bicycle parking in accordance with the minimum standards as listed in Table 8-7.

TABLE 8-7: MINIMUM STANDARDS FOR BICYCLE PARKING

Use	Percent of Required Vehicular Parking Spaces or as Otherwise Specified
Amusement parlors	15
Bowling lanes	10
Child care centers	10
Community centers	15
Game rooms	12
All commercial uses not listed	5
Libraries	15
Recreation, outdoor	12
All institutional uses not listed	5
Primary or Secondary School	10% of the number of students, plus 3% of the number of employees
College or University Classrooms	6% of the number of students, plus 3% of the number of employees
Multi-family Residential	1 space per 2 apartments

Section 4: **Severability:** Should the provisions of this ordinance be declared to be severable and if any section, sentence, clause or phrase of this ordinance shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this ordinance but they shall remain in effect, it being the legislative intent that this ordinance shall remain notwithstanding the invalidity of any part.

Section 5: **Codification:** It is the intention of the City Council, and it is hereby ordained that the provisions of this ordinance entitled **"Parking Regulations"** shall become and be made a part of the Code of Ordinances for the City of Westlake, Florida and the sections of this ordinance may be re-numbered or re- lettered to accomplish such intentions, and the word "ordinance" shall be changed to "section" or other appropriate word.

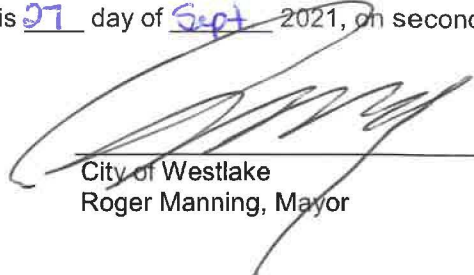
Section 6: **Scrivener's Error:** The City Attorney is hereby authorized to correct scrivener's errors found in this Ordinance by filing a corrected copy with the City Clerk without the need for approval by the City Council.

Section 7: **Effective Date:** This ordinance shall be effective upon adoption on second reading.

PASSED this 13 day of Sept. 2021, on first reading.

PUBLISHED this 17th day of Sept. 2021, in the Palm Beach Post.

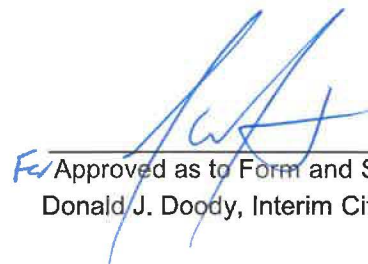
PASSED AND ADOPTED this 27 day of Sept 2021, on second reading.



City of Westlake
Roger Manning, Mayor



Zoie P. Burgess, City Clerk



Approved as to Form and Sufficiency
Donald J. Doody, Interim City Attorney