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## **STAFF MEMORANDUM**

**DATE:** 8/27/2021

**DESCRIPTION:** Chapter 8 Parking Regulations, Land Development Regulations

### Introduction

Chapter 8 of the Land Development Regulations provides standards to ensure that adequate parking is provided to meet the needs of all uses in the City. Chapter 8 was adopted by the City Council on February 10, 2020.

To encourage land development to support multiple modes of transportation, changes to the regulations are proposed. These regulations provide guidance for accommodating low speed electric vehicles and motorcycles.

Other minor changes and clarifications are proposed within the chapter as described further in this memorandum.

All of the information in this memorandum was presented to Council at a workshop on 8/23/2021. Council provided feedback and additional changes were made to address those comments.

### Benefits of Electric Vehicles

In the Comprehensive Plan, Objective TE 1.7 is "Promote energy efficiency and greenhouse gas reduction strategies". The use of electric vehicles (EV) and low speed electric vehicles (LSEV) meets the intent of this objective by reducing greenhouse gases. Providing EV and LSEV charging stations and parking has numerous benefits to the City including:

- Showing a commitment to cleaner air and environmental sustainability
- Paves the way for other forms of clean transportation
- Increase property values
- Provides another potential revenue source for others coming to the City to utilize the EV charging stations
- Available parking for (LSEV gives the active adult population with an affordable mode of transportation that is environmentally friendly

### Summary of Chapter 8 Revisions

A summary of the changes proposed in Chapter 8 is listed below. Minor changes for grammar, formatting, or moving text to different sections are not included below and were not redlined in the Chapter. Items

that were discussed at the Council Workshop held on 8/23/2021 are shown in blue italicized text for clarity in review.

1. Electric vehicle charging stations are allowed in all multi-family and non-residential areas.
2. In Graphic 8-2, the drive aisle width for 90 degree parking was changed to 25-feet. This corresponds to Table 8-1 on the following page. This revision corrects the inconsistency.
3. In Table 8-1, the maximum size of LSEV parking was provided. The dimensional requirements for motorcycle parking were added.
4. In Table 8-3, Note 1 was revised to allow a maximum of 25% (instead of 20%) of the required spaces to count towards the off-street parking space minimums. This change results in the same number of parking spaces being allowed to count towards the parking minimums. A breakdown of the previous and proposed parking space requirements is as follows:
  - a. Queue length per adopted code  
Drive-through Queue Length Restaurant (min) = 4 spaces before menu board + 3 spaces after menu board but before point of service + 1 space after point of service = 8 spaces total  
Drive-through Queue Length Non-Restaurant (min) = 7 spaces before point of service + 1 space after point of service = 8 spaces total
  - b. Per adopted code number of spots in queue that can count towards off-street parking per adopted code: 8 spaces x 20% = 1.6 = round up to 2 spaces
  - c. Per proposed code number of spots in queue that can count towards off-street parking per adopted code: 8 spaces x 25% = 2 spaces
  - d. *Note that this item was proposed after the 8/23/2021 City Council Workshop and therefore was not included in that presentation.*
5. In Table 8-3, a note was added to allow spots required for drive-throughs to be both in the drive through aisle and in a designated parking spot.
6. Article 8.9, Section 1(E) and (F) were added for requirements of Electric Vehicle Charging Stations (EVCD) and Electric Vehicle Charging Parking Spaces (EVCPS).
  - a. Minimum number of EVCPS for non-residential developments is one (1) space or 2% of the total required spaces (whichever is greater).
  - b. Parking space must have Level 2 or higher electric vehicle charger.
  - c. All parking areas are allowed to be developed with the electrical infrastructure, even if the chargers are not installed.
  - d. EVPC shall count towards the total parking requirement.
  - e. EVPC shall be painted green or striped green.
  - f. Low Speed Electric Vehicles (LSEV) are defined per the Golf Cart Ordinance 2020-11.
  - g. Golf cart parking may occupy 30% of parking at recreational areas within residential developments.
  - h. LSEV *shall occupy a minimum of 2% and a maximum of 10% of parking at non-residential developments. If the overall number of required parking spaces is less than or equal to 30, no LSEV parking spaces are required but they are permitted.*
  - i. The LSEV parking, *if more than the minimum required is proposed*, shall be designed so permanent features (curbing, asphalt) will be meet the dimensional requirements for standard vehicles, but can be striped for LSEV vehicles. This will allow flexibility for transitioning the spaces to from LSEV to standard, and vice versa, depending on the operations of the facility.
  - j. *LSEV are permitted to park in standard vehicle parking spaces.*
7. Article 8.9, Section 1(G) was added to address motorcycle parking. For non-residential uses with 50 parking spaces or less, one (1) motorcycle spot is allowed. For non-residential uses with over

50 parking spaces, a maximum of three (3) motorcycle parking spaces are allowed for every 50 standard spaces.

## Additional Discussion

Additional topics that were discussed at the 8/23/2021 City Council workshop included:

- (1) Are third parties allowed to install the Level 2 Chargers
- (2) Can the City generate revenue from the chargers?

To address these items, the chapter does not specifically allow or prohibit this. Staff recommends pursuing these topics apart from this chapter, as they relate to the operation of the facility and not necessarily the regulations for development of the parking.

## Conclusion

The City has supported the use of EV and LSEV by providing a network of pathways and roadways that the vehicles can utilize. Additional parking regulations that support these vehicles will allow for greater flexibility and use throughout the City. The Engineering Department recommends approval of Chapter 8 Parking Regulations, as amended.