



CITY OF WESTLAKE
Engineering Department
4001 Seminole Pratt Whitney Road
Westlake, Florida 33470
Phone: (561) 530-5880
www.westlakegov.com

STAFF MEMORANDUM

DATE: 8/13/2021

DESCRIPTION: City Council Workshop: 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.

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.

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, 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.
5. 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 may occupy 10% of parking at non-residential developments.
 - i. The LSEV parking 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.
6. 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.

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 that Chapter 8 Parking Regulations, as amended, proceed to City Council for first reading.