



Planning and Zoning Board

AGENDA

September 13, 2022

6:30 P.M.

City Council Chambers

Notice to Visitors: All persons who desire to speak on any public hearing item must fill out an Oath Card, sign the card, and submit to one of the City Planners. Speakers will be heard in the order received by the Chairman. The applicant may make a brief rebuttal if necessary. Anyone who speaks is considered a witness. If you have photographs, sketches, or other documents, you must provide 9 copies to one of the City Planners for distribution to the board members. These items will be retained by the Board members, City Attorney and City Staff.

Purpose: The purpose of the Planning and Zoning Board is to provide recommendations to City Council about all matters that are development applications or staff initiatives relating to the City's comprehensive plan, known as the "Horizon 2030 Comprehensive Plan" and the City's Land Development Regulations found in Subpart B of the Municipal Code of Ordinances.

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. MINUTES

Planning and Zoning Board Meeting of August 4, 2022

5. PUBLIC HEARING(S) –

- a. **Code Amendment to the Land Development Regulations – Chapter 98, Zoning, Community Redevelopment Area Districts (C-NH and C-W) – Mixed Use Regulations – (LDR 2022-03) – POSTPONE**

Postpone – A proposed code amendment to Chapter 98, Zoning, Article III. Districts, Division 21, Community Redevelopment Area Districts (C-NH and C-W) to amend regulations for mixed use development and provide updates to the 2017 use table.

Applicant: City of West Melbourne

Location: Community Redevelopment Area Districts (C-NH and C-W)

The proposed code amendment will be acted upon by City Council with a recommendation from the Planning and Zoning Board.

b. Preliminary Plat – ITG Townhomes at Pinecrest – 1425 Wickham Road (SSA-2022-06) – POSTPONE

Postpone – A request for a preliminary plat approval for the 3.46 acre site located at 1425 Wickham Road for a mixed use subdivision consisting of two (2) mixed use commercial/residential lots and twenty (20) single-family townhome lots conditioned on approval of a development agreement for a mixed use master plan.

This property is located at the southeast corner of the intersection of South Wickham Road and Pinecrest Avenue in the City's Community Redevelopment Area.

Applicant: Jim Trauger agent for developer ITG

Location: 1425 Wickham Road, West Melbourne, southeast corner of the intersection of S. Wickham Road and Pinecrest Avenue.

The proposed preliminary plat will be acted upon by City Council with a recommendation from the Planning and Zoning Board.

c. Development Agreement – ITG Townhomes at Pinecrest – 1425 Wickham Road (SSA-2022-06) – POSTPONE

Postpone – A request for a development agreement for a mixed use master plan for the 3.46 acre proposed mixed use subdivision located at 1425 Wickham Road which provides development standards and restricts the development of the property.

This property is located at the southeast corner of the intersection of South Wickham Road and Pinecrest Avenue in the City's Community Redevelopment Area.

Applicant: Jim Trauger agent for developer ITG

Location: 1425 Wickham Road, West Melbourne, southeast corner of the intersection of S. Wickham Road and Pinecrest Avenue.

The proposed development agreement will be acted upon by City Council with a recommendation from the Planning and Zoning Board.

d. Code Amendment to the Land Development Regulations – Chapter 74, Development Standards – Parking Regulations – (LDR 2022-04) –

A proposed code amendment to Chapter 74, Development Standards, Article II. Off-Street Parking and Loading Areas and access, updating the parking codes.

Applicant: City of West Melbourne

Location: Citywide

The proposed code amendment will be acted upon by City Council with a recommendation from the Planning and Zoning Board.

6. PLANNING DIRECTOR REPORTS – Virtual Workshop Comprehensive Plan 2040

7. BOARD MEMBER REPORTS

8. ADJOURN

All persons wishing to be heard or to have their opinion known should appear in person at these hearings or send written comments to City staff. All persons and parties are hereby advised that if they should decide to appeal any decision made by the City with respect to any matter considered at the public meeting or hearing described in this notice, they will need a record of the proceedings, and for such purpose, said person or party may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based (Chapter 286, Florida Statutes). In compliance with American with Disabilities Act (ADA), anyone who needs a special accommodation for this meeting should contact the City's ADA coordinator at 837-7774 at least 48 hours in advance of this meeting.



Planning and Zoning Board

MINUTES

August 4, 2022

6:30 P.M.

City Council Chambers

1. CALL TO ORDER

Chairman Jaudon called the meeting to order at 6:30 p.m. with the Pledge of Allegiance.

2. ROLL CALL

Present: Chair Chris Jaudon
Vice Chair Rob Brothers
Board Member Vernon Anderson
Board Member Paul Bernkopf
Board Member Anna Kapnoula

Absent: Board Member Jim Liesenfelt
Board Member Jennifer Spagnoli

Staff present: Planning Director Christy Fischer
Planner Denise Curry

Moved by Board Member Bernkopf, seconded by Board Member Kapnoula to excuse the absences. Motion passed, 5-0.

3. MINUTES

Planning and Zoning Board Meeting of July 12, 2022

Moved by Vice Chair Brothers, seconded by Board Member Bernkopf to approve the minutes. Motion passed, 5-0.

4. PUBLIC HEARING(S) –

Planning Director Fischer informed the board of the applicant's request to postpone the agenda items 4a, b, and c until the September 13, 2022, Planning and Zoning Board Meeting. She recommended the following motion:

Continue the public hearing for the future land use map amendment, rezoning, development agreement and staff's proposed zoning district mixed use changes until September 13, 2022 so that the development team can make changes to the development agreement.

Moved by Board Member Bernkopf, seconded by Board Member Kapnoula to continue the public hearing for the future land use map amendment, rezoning, development agreement and staff's proposed zoning district mixed use changes until September 13, 2022 so that the development team can make changes to the development agreement. Motion passed, 5-0.

a. Code Amendment to the Land Development Regulations – Chapter 98, Zoning, Community Redevelopment Area Districts (C-NH and C-W) – Mixed Use Regulations – (LDR 2022-03) –

A proposed code amendment to Chapter 98, Zoning, Article III. Districts, Division 21, Community Redevelopment Area Districts (C-NH and C-W) to amend regulations for mixed use development and provide updates to the 2017 use table.

Applicant: City of West Melbourne

Location: Community Redevelopment Area Districts (C-NH and C-W)

The proposed code amendment will be acted upon by City Council with a recommendation from the Planning and Zoning Board.

b. Preliminary Plat – ITG Townhomes at Pinecrest – 1425 Wickham Road (SSA-2022-06)

A request for a preliminary plat approval for the 3.46 acre site located at 1425 Wickham Road for a mixed use subdivision consisting of two (2) mixed use commercial/residential lots and twenty (20) single-family townhome lots conditioned on approval of a development agreement for a mixed use master plan.

This property is located at the southeast corner of the intersection of South Wickham Road and Pinecrest Avenue in the City's Community Redevelopment Area.

Applicant: Jim Trauger agent for developer ITG

Location: 1425 Wickham Road, West Melbourne, southeast corner of the intersection of S. Wickham Road and Pinecrest Avenue.

The proposed preliminary plat will be acted upon by City Council with a recommendation from the Planning and Zoning Board.

c. Development Agreement – ITG Townhomes at Pinecrest – 1425 Wickham Road (SSA-2022-06)

A request for a development agreement for a mixed use master plan for the 3.46 acre proposed mixed use subdivision located at 1425 Wickham Road which provides development standards and restricts the development of the property.

This property is located at the southeast corner of the intersection of South Wickham Road and Pinecrest Avenue in the City's Community Redevelopment Area.

*Applicant: Jim Trauger agent for developer ITG
Location: 1425 Wickham Road, West Melbourne, southeast corner of the
intersection of S. Wickham Road and Pinecrest Avenue.*

The proposed development agreement will be acted upon by City Council with a recommendation from the Planning and Zoning Board.

5. PLANNING DIRECTOR REPORTS

Planning Director Fischer discussed the table of residential units that was given to the Planning and Zoning Board Members for information purposes.

There was some discussion amongst the board regarding the number of residential units and the annual population projections from BEBR/University of Florida.

6. BOARD MEMBER REPORTS

7. ADJOURN

Chairman Jaudon adjourned the meeting at 6:55 p.m.



PLANNING AND ZONING BOARD AGENDA ITEM

PREPARED BY: Christy Fischer, Planning Director

MEETING DATE: September 13, 2022

SUBJECT: **Applicant request** – *postpone the code amendment, preliminary plat, and development agreement for the ITG Townhomes at Pinecrest (agenda items 5a, 5b, and 5c)*

The applicant is requesting that the code amendment, preliminary plat and development agreement listed on the agenda for the ITG Townhomes at Pinecrest Subdivision be postponed until October 12, 2022 to receive a revised development agreement related to the public hearings. Since the three agenda items were advertised as a public hearing, the Planning and Zoning Board must make a motion to postpone all three agenda items until October 12, 2022.

Staff's recommended motion is:

Postpone the proposed code amendment, preliminary plat and development agreement public hearings for the ITG Townhomes at Pinecrest Subdivision to the October 12, 2022 Planning and Zoning Board.

Attachment: Applicant's email – request for postpone



AGENDA ITEM

September 13, 2022 Planning & Zoning Board

Prepared and To Be Presented By:

Christy Fischer, Planning Director

To: Honorable Members of the West Melbourne Planning and Zoning Board

From: Christy Fischer, AICP, Planning Director

Meeting: September 13, 2022

SUBJECT

Revisions to Chapter 74, Development Standards, Article II, Off-Street Parking and Loading Areas and access, updating the parking codes.

RECOMMENDATION

Staff recommends the following motion:

Approve the Parking Standard changes that provide updates for specific uses including shopping centers and mixed use projects.

FISCAL IMPACT

The City Clerk has budgeted the advertisement and codification of new zoning codes.

DISCUSSION

PROPERTY ADDRESS

Properties within the City of West Melbourne city limits

APPLICANT/PROPERTY OWNER

City of West Melbourne

PUBLIC MEETING DATES

City Council
October, 2022

LOCATIONS

This code change is applicable to mixed use, commercial, and institutional uses throughout the City of West Melbourne.

BRIEF SUMMARY OF REQUEST

Staff believes that a change to the parking code requirement of the quantity of parking spaces needed for shopping centers and mixed use projects with one ratio that takes into account multiple uses instead of ratios per individual uses which modernizes the code and reduces the heat islands created by excessive paved areas.



STAFF RECOMMENDATION

APPROVE

APPROVE WITH CONDITIONS

DENY

Staff Analysis—

Cities and counties all have parking standards. “Parking is a key element of any site development plan. Parking can consume 50 percent or more of the building and land area of a development.”¹ The City of West Melbourne’s current parking codes were updated in 2009. The 2009 update included a revision to the parking ratio for medical/dental offices, to update shared parking arrangements for required parking, as well as to change the parking stall width from a 11 foot to 10 foot stall. This is not a proposal to alter stall width or length.

This is a staff initiated request to revise the Land Development Regulations (LDRs) to amend and strengthen the parking ratio for shopping centers and mixed use projects and to provide a mechanism for reduced and shared parking spaces in mixed use projects.

Staff determined there is a need to review and amend the parking requirements to reflect current needs. Staff has drafted amendments to:

- Section 74-53. General standards;
- Section 74-54. Parking space size;
- Section 74-55. Number of parking spaces required; and
- created new Section 74-56.

¹ Smith, Mary S, Shared Parking, 3rd Ed., Washington DC: Urban Land Institute, ICSC and National Parking Association, 2020, Page 1

These changes are to address parking spaces for mixed use projects, establishing updated parking standards that are more realistic to current development trends, reduce asphalt, and increase property aesthetics by allowing an increase in open and green space. Further, staff has eliminated parking ratios for those uses currently prohibited within the City limits.

Shopping Centers

As part of the evaluation, staff has reviewed the surrounding cities and counties with regard to the various parking standards. Table 1. Comparison of Surrounding Community Parking Standards provides the result of this evaluation. As noted in Table 1, shopping center, entertainment, car wash and mixed use projects were not previously addressed in the parking regulations. To determine the parking required for a project which is not identified in the parking code, staff will review the parking code for a use closest in nature to the project and base the parking from the established parking ratio for that use. This can result in an excessive amount of parking being required for an individual project and decreasing the open/green space. For example, a car wash, which does not have an existing established parking ratio, will be based on the general retail ratio of 1 space per 300 square feet of gross floor area, resulting in parking requirements that may or may not be suitable for a high turnover business with built in parking by way of car wash and vacuum stations. Staff is recommending a car wash parking ratio of one space per employee of the highest shift for the most common automated car washes (see Attachment 1, Sec. 74-53).

Type of use	West Melbourne	Melbourne	Brevard County	Palm Bay	Titusville
Shopping Center	n/a	n/a	n/a	25,000 sf – 50,000 sf 1/250 sf 50,000 > 1/400 sf	n/a
General Retail	1 space/300 sf	1/300 sf + 1 bicycle space /10,000 sf	1/250 sf	1/200 sf	1/250 sf
Recreation/Entertainment	1 space/200 sf	n/a	1/200 sf	1/300 sf	1/2 games/machines (10% max allowed shared parking)
Theater (in center)	1/3 seats < 100,000 sf 1/7 seats > 100,000 sf	50,000–79,999 sf 1/6 seats 80,000-99,999 sf 1/7 seats 100,000 > 1/8 seats	1/3 seats	Shopping centers parking + 1/4 seats	1/150 sf
Theater (standalone)	1/3 seats or 1/200 sf	< 50,000 sf required shopping center parking + 1/3 seats	n/a	1/4 seats + 1/2 employees	n/a
Car Wash	n/a	Fuel station 1/wash unit or bay + 1/vacuum Automated 2/wash facility + 1/employee + 1/vacuum Self-service 1/vacuum + 1/bay + 1/employee	n/a	n/a	n/a

Mixed Use Projects	n/a	n/a	1/325 sf	n/a	Min required parking for uses in project
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Staff is proposing a set ratio of 1 space for each 275 square feet of gross floor area for all users in shopping centers. As part of the determination, staff reviewed existing shopping centers in the City to evaluate at what ratio would the centers become nonconforming. Table 2 provides an overview of Staff’s research on available parking at a number of retail/commercial centers within the City’s boundaries. As Table 2 indicates 46% of the retail shopping centers become nonconforming at a retail ratio of 1 space per 200 square feet of gross floor area, 23% are nonconforming at a retail ratio of 1 space per 250 square feet of gross floor area and less than 8% are nonconforming at a retail ratio of 1 space per 275 square feet of gross floor area. However, this non-conformity will be addressed with a savings clause which will state: *Any development that was constructed in compliance with the related parking requirements prior to the effective date of the ordinance will be deemed conforming.*

Table 2. City of West Melbourne Shopping Center Parking Analysis						
Center Name	Total Square Footage	Current Code 1/300	Parking provided	Parking Ratio		
				1/275	1/250	1/200
Shoppes of West Melbourne	161,884	540	786	589	648	810
Windover Shopping Center	100,700	336	449	367	403	504
Market Place	52,044	174	201	190	209	267
Time Square*	21,000	70	65	77	84	105
Metro West Plaza	63,092	211	259	230	253	315
Plaza West	63,720	213	321	232	255	319
Minton Corners	63,991	214	239	233	256	320
Home Depot Retail Center	127,930	427	469	466	512	640
Point West	15,762	53	64	58	64	79
725 S Wickham Road*	8,947	30	30	33	36	45
West End Center	6,500	22	31	24	26	33
Hammock Landing*	446,049	1,487	1,861	2,231	1,785	1,622
Palm Bay Corners	8,524	62	91	58	75	93

*Non-conforming at parking ratio of 1/275

The concept of shared parking between properties was established in 1983. LDR, Section 74-53, establishes the ability of a developer to complete a shared parking study to reduce parking on a site. As part of this, a parking space easement has to be agreed upon by both sites owners and recorded with the Clerk of the circuit court. This process requires a shared driveway and no existing parking problems existing at the adjacent site. There is an allowed 10 percent onsite parking reduction allowance at a maximum.

Section 74-55(e) states that if a site has a combination of uses, the number shall be based on the established ratio in Section 75-55(a). Shopping centers have slowly been transitioning away from strict retail centers to become destination centers. *“Shopping centers have benefited from the addition of significant dining and entertainment venues, which draw pedestrian traffic (and parking) at other time of*

the year than the holiday shopping season, taking advantage of shared parking between retail and dining/entertainment uses.”²

Staff has provided a reduction in parking for two projects, see Table 3 for the project specifications.

Table 3. Past Shopping Center Studies	
IHOP West Melbourne	Added parking by restriping with 10’ wide spaces Required 61 spaces – Provided 92 spaces However, parking study showed a need for 81 spaces.
MetroWest	Required 211 spaces – Provided 259 (retail) w/restaurants (317 required spaces) (22% reduction)

Mixed Use Parking

There is an organization that at times provides assistance with development matters such as parking. This organization is the Urban Land Institute (ULI). Staff is proposing utilizing the ULI, “Shared Parking” methodology so that each request is based on the same data collection process and reviewed the same way. The methodology outlined in the ULI Shared Parking manual is a universal methodology that is utilized by many communities, which was shaped by the changes in time, land use categories, society, transportation and mixed use development trends. All of these factors have all had a hand in creating the current methodology used today. The shared parking methodology provides a systematic way to apply adjustments to parking ratios for each use in a mixed-use development. “The base ratios and other recommendations are a starting point for analysis, subject to adjustment to reflect professional judgment, market conditions and regulatory requirements. Within the shared parking methodology for mixed uses, there is a separation of parking ratios into visitor/customer, employee/resident, and reserved components.”³ This separation facilitates adjustments of different noncaptive uses and driving patterns as they may be different in specific locations and with certain combinations of land uses. The steps of the ULI Shared Parking Study Methodology for uses (not shopping centers) are:

“Step 1: Gather and Review Project Data

- Determine the type and quantity of each land use;
- Survey existing conditions, local users and facilities as appropriate;
- Research the modal split, ride-sharing programs, transit availability and transportation demand management practices in the project environs;
- Understand the physical relationships of the land uses; and
- Discuss parking management strategies with all the stakeholders, to ensure that shared parking can occur as assumed.

Step 2: Select parking ratios

² Smith, Mary S, Shared Parking, 3rd Ed., Washington DC: Urban Land Institute, ICSC and National Parking Association, 2020, Page 1

³ Ibid

- A parking ratio is the number of spaces that would be needed if the land use were located in an area with little to no transit and weak pedestrian connections with other uses.
- The shared parking survey methodology aims to represent the number of parking spaces that would be adequate for the peak accumulation of vehicles at the peak hour on a typical day for that land use.
- Based upon the 85th percentile of peak occupancy. This is believed to add a large enough parking cushion to meet demand.

Step 3: Select factors and analyze differences in activity patterns

Step 4: Develop scenarios for critical parking need periods

- Consider the demand that each land use would generate in stand-alone mode.
- Determine the peak time for use of parking for each land use

Step 5: Adjust ratios for modal split (adjustments for reduced use of automobiles owing to alternative modes of transportation (i.e., bus transit and bicycles), formal ride-sharing programs, or an atypical ratio of persons per car resulting in carpooling) and auto occupancy.

Step 6: Apply noncaptive adjustments

Step 7: Calculate required parking spaces for each scenario

- Total the parking needs for each land use to estimate the overall shared parking need for each land use scenario

Step 8: Determine whether scenarios reflect all critical parking needs

Step 9: Recommend a parking plan.⁴

Staff has created a mechanism that will allow a developer to create a project with a mix of uses (three or more distinct uses. i.e., retail, institutional, and residential) allowing for a unique quantity of parking spaces within their respective hours of need do not normally overlap. Developers that utilize this mechanism will have to provide a written request and a parking study that is based on the “Shared Parking” methodology, latest edition, as outlined above. This parking reduction will be limited to a 25% reduction of onsite required parking spaces which cannot be exceeded. An example of a mixed use parking study is the Space Coast Town Center that demonstrated there could be an 18% parking reduction.

Staff evaluated consistency of the parking code changes toward furthering the established goals, objectives and policies of the Comprehensive Plan. Staff notes the following based on this analysis:

Future Land Use Element

Policy 1.3 Integrated Development Patterns

“Establish land development patterns that integrate neighborhoods, business areas, and public spaces that enable the city to achieve the following priorities...d. Develop mixed use centers that blend residential, commercial and business services, public services and public spaces.”

Staff Comment: The proposed parking changes will provide for reduced parking in developments that blend uses. Previously, the City did not have an established policy for engineers and developers to follow. The creation of Section 74-56, establishes a protocol and criteria for the required documents to be submitted for review for the shared parking reduction. This can assist in areas where redevelopment may

⁴ ibid

occur. In addition, reducing parking in shopping centers should allow for an increase in open space and green areas in older strip centers that may be looking to update and modernize.

“The key goal of shared parking analysis, then, is to find the balance between providing adequate parking to support a development from a commercial viewpoint while minimizing the negative aspects of excessive land area or resources devoted to parking and the potential for declining parking demand in the future.”⁵

Transportation Service Standards

Policy 2.7 Accessory Facility Standards

“Utilize the development order process to determine accessory transportation needs including: a. Parking...”

Staff comment: As redevelopment occurs within the City, older underutilized commercial areas in the City may come under review for the best use of the property which may result in a need to redevelopment utilizing forward thinking and more modern development practices such as a mixture of uses. Government codes for parking ratios typically follow predominant development patterns or they can be forward thinking and create options for shared and slightly reduced parking requirements.

Multi-Modal Transportation Element

Policy 3.14 Parking needs

“By 2011, amend the city’s land development regulations to include parking standards which consider:

- a. Parking demands and desired capacity.*
- b. Concerns of surrounding neighborhoods.*
- c. Use of multi-modal transportation system.*
- d. Need for economic development.”*

Staff comment: The City’s land development regulations addresses parking standards in Section 74-55. Periodically, these standards need to be revisited to determine if new development uses and trends are being addressed. The proposed revisions to the parking regulations partially implements Policy 3.14, by considering current development uses and trends and applying it to the parking standards. “Mixed use developments that share parking result in greater density, better pedestrian connections, and, in turn, reduced reliance on driving, typically because multiple destinations can be accessed by walking.”⁶ Staff is proposing to amend, add or remove specific parking requirements that have been realized to be either excessive in nature or never addressed.

Conclusion:

The City of West Melbourne desires to revise its current set of parking standards to reflect current development trends that are consistent with surrounding communities. Staff has updated the fees to:

⁵ Smith, Mary S, Shared Parking, 3rd Ed., Washington DC: Urban Land Institute, ICSC and National Parking Association, 2020, Page 2

⁶ Smith, Mary S, Shared Parking, 3rd Ed., Washington DC: Urban Land Institute, ICSC and National Parking Association, 2020

- Incorporated parking ratios for car washes, entertainment centers, mixed use, shopping centers, and theaters;
- Deleted the parking ratio for nightclubs;
- Created a mechanism to accommodate mixed use projects and ability to share parking areas and reducing the amount of parking provided onsite.

Public Notice:

Staff advertised the changes to these codes in the Florida Today and has received no inquiries regarding the case.

RECOMMENDATION

Recommend that City Council approve the changes to the Parking Standards that provide updates for specific uses including car washes, entertainment centers, mixed use, shopping centers and theaters.

ATTACHMENTS

1. Parking Standards code changes

Exhibit A

Off-Street Parking

Section 74-53. General standards.

- (a) Except as specifically provided for in section 74-55, all off-street parking areas and vehicle use areas for commercial, industrial, professional, multifamily and institutional sites shall be paved with an asphalt or concrete surface in accordance with the specifications set forth in this article.
- (b) Where off-street parking is required, such required parking shall be provided on the same lot or premises with the commercial, industrial, professional, multifamily or institutional building being served, including out parcels. Parking which is required as set forth in this article may be located off-site. The off-site parking must include shared parking and must connect to the adjacent site with connecting driveways.
- (c) When shared parking is desired to reduce the required on-site parking requirements, adjacent sites with direct connection of parking lots must obtain use of required parking spaces located within the adjacent site through a parking space easement which is agreed upon by the owners of both sites and is recorded with the clerk of the circuit court. The city shall also approve such an agreement. This exception can only be approved if the adjacent developments have a shared driveway and the shared parking agreement, and if there is not an existing parking problem at the adjacent site regardless of the number of their required parking spaces. For adjacent developments meeting these requirements, the total number of off-street parking spaces required can be reduced by ten percent where the location of shared parking provides convenient access to the principle uses of either development.
- (d) Parking spaces shall be used for vehicular parking only. Unless otherwise allowed by this Code, no sales, dead storage, dumpsters, repair work, dismantling or servicing of any kind shall be allowed in parking spaces.
- (e) Required off-street parking areas for vehicles shall have individual parking spaces marked by striping. Parking lots shall be restriped in conformance with the parking space dimensions set forth in this article.
- (f) There shall be ~~no more than 20 consecutive parking spaces without a~~ landscape island breaks as specified in Chapter 71 Refer to chapter 94 for all other as part of the landscape requirements.
- (g) All off-street parking areas shall be designed so as to have adequate access to a paved public or private right-of-way and to interior maneuvering areas. Except for one-and two-family dwellings, parking areas shall be arranged so that no vehicle may be parked and unparked without moving another vehicle.
- (h) All off-street parking areas and vehicular use areas shall be maintained in accordance with the approved site plan so as to present a neat and orderly appearance free of refuse, debris and potholes.
- (i) Within shopping centers, parking spaces ~~shall not be allowed to that are to~~ the rear of a building unless shall provide adequate lighting ~~is provided~~ for pedestrian and employee use, and shall provide unless pedestrian and employee access ~~is provided~~ either to the rear of the building and/or to the front of the building via adequate walkways.
- (j) Parking spaces for all dwelling units shall be located on the same property as the principal building being served.

- (k) Accessory parking may be located in a required front, rear, or side yard for one- and two-family dwellings.

Sec. 74-54. – Parking space size.

- (a) Residential, industrial, interchange commercial overlay, mixed use zoning districts. Parking spaces within all residential, interchange commercial overlay, and industrial zoning districts, except for mixed use districts, shall have a rectangular area a minimum of ten feet in width and 20 feet in length.
- (b) All other zoning districts. Parking spaces within all other zoning districts shall have a rectangular area a minimum of 11 feet in width and 20 feet in length, unless the development meets all of the following requirements, in which case the parking stall width can be a minimum of ten feet;
 - (1) Impervious parking shall not exceed 125 percent of that required by this section to encourage a limitation on the total impervious parking area. An increase up to 135 percent may be allowed if the user provides historic empirical data as justification.
 - (2) Bicycle racks, under a canopy, shade tree, or other shadings, are provided to encourage bicycle usage.
 - ~~(3) An interior landscape island at least 20 feet wide shall be provided for every 15 consecutive parking spaces to achieve additional green area.~~ Interior landscape islands shall be provided in the quantity and size required in Land Development Regulation, Section 71-120.
Landscape islands,
- (c) Parallel parking spaces shall have a rectangular area a minimum of ten feet in width and 22 feet in length.
- (d) For all zoning districts, the depth of parking spaces may be shortened to 18 feet when abutting a landscape area or a sidewalk. When parking spaces abut a landscape area, a clear area a minimum of three feet shall be provided between the back of curb and plantings to allow for vehicle overhang (stall length may be reduced to 17 feet for the stalls adjacent to perimeter property lines). When parking spaces abut a sidewalk, the sidewalk shall be a minimum of seven feet in width.
- (e) The width of parking spaces for disabled persons shall be in accordance with state and federal requirements.

Sec. 74-55. – Number of parking spaces required.

- (a) Off-street parking shall be provided and maintained in accordance with the following minimum requirements:
 - (1) *One- and two-family residential dwellings:* Two spaces per dwelling unit. Parking spaces and individual driveways for townhouses must have direct access to a public street, a private street or dedicated ingress-egress easement.
 - (2) *Multifamily residential developments:* Two spaces per dwelling unit and a designated area for recreational vehicles.
 - (3) *Auditoriums, freestanding theaters, public buildings, funeral homes and other places of assembly:* One space for each three seats or one space for each 200 square feet of gross floor area, whichever is greater.

- (4) *Automobile ~~repair maintenance quick-service~~ facilities (minor)*: One space for each 300 square feet of gross floor area, plus one space per bay for vehicle waiting area. No credit for repair bays shall be allowed for required parking spaces.
- (5) *Automobile repair service facilities (major)*: Two spaces for every service bay that has access to a driveable surface, but not less than six spaces, plus one space per employee. Service bays do not count as parking spaces, although queuing spaces for bays located outside of on-site circulation aisles may count as required spaces.
- (6) *Car Wash*:
 - a) Associated w/fuel station: One space per bay or wash unit plus one space per vacuum.
 - b) Automated: One space per employee at the highest use period (vacuum spaces and bays do not count).
 - c) Self-service: One per bay plus one per vacuum and one for an employee.
- (7) *Churches or other places of worship*: One space for each four seats or one space for each 120 square feet of the main assembly hall, whichever is greater. Churches shall be required to pave 50 percent of the required parking spaces. The remaining parking spaces may be unpaved, consisting of a stabilized base material with grass in accordance with the requirements set forth in section 74-119.
- (8) *Day care centers*: One space for each 300 square feet of gross floor area, plus two dropoff spaces.
- (9) *Entertainment Centers (banquet halls, auditorium, outdoor amphitheater, bowling alley, skating rink, or other places of assembly)*: One space per three seats plus one space for every 100 square feet of accessory uses plus one per employee.
- (10) *Golf courses*: Three spaces per hole.
- (11) *Health clubs and recreational facilities*: One space for each 120 square feet of the main assembly room or one space per 200 square feet of gross floor area.
- (12) *Hospitals and sanitariums*: One space for each two patient beds, plus one space for each employee on the largest working shift, exclusive of those required for doctors.
- (13) *Hotels, motels and transient lodging facilities*: One space for each rental unit, plus one space for each 250 square feet of administrative floor area.
- (14) *Manufacturing and other industrial uses, excluding warehousing*: One space for each 300 square feet of gross floor area.
- (15) *Medical and dental offices and clinics*: One space for each 250 square feet of gross floor area.
- (16) *Mixed Use*: see Section 74-56
- ~~(17) *Nightclub*: One space per every three patrons of the establishments' maximum occupancy load, as determined by the current adopted Florida Fire Prevention Code.~~
- (18) *Nursing homes, rest homes and convalescent homes*: One space for each three patient beds, plus one space for each employee on the largest working shift.
- (19) *Parks*: The number of required parking spaces for parks shall be at the sole discretion of the city council following a recommendation by the planning and zoning board, including whether all or a portion of the parking spaces are unpaved. If any unpaved spaces are allowed, they shall consist of a stabilized base material with grass in accordance with the requirements set forth in section 74-119.

- (20) *Private clubs or lodges*: One space for each four seats or one space for each 120 square feet of the main assembly hall, whichever is greater.
- (21) *Professional offices, excluding medical and dental offices; personal service establishments; animal hospitals; libraries; and museums*: One space for each 300 square feet of gross floor area.
- (22) *Racquet clubs*: Two spaces per court.
- (23) *Restaurants, including fast food restaurants with or without drive-throughs, or other eating and drinking establishments*: One space for each 100 square feet of gross floor area or one space for each three seats, whichever is greater.
- (24) *Retail stores ~~and~~ commercial businesses (not in shopping centers) and financial institutions*: One space for each 300 square feet of gross floor area.
- (25) *Rooming and boarding facilities*: One space for each two beds.
- (26) *Senior high schools and colleges (public and private)*: For spaces for each classroom and office, plus one space for each 150 square feet of any main assembly hall.
- (27) *Elementary and junior high schools (public and private)*: One space for each classroom and office.
- (28) *Shopping centers (a building or group of buildings having five or more units)*: One space for each 275 square feet of gross floor area.
**If multiple uses are proposed or exist on a site and the developer wishes to reduce parking, a shared parking study under section 74-56.
- (29) *Theaters*:
- a. With less than 100,000 square feet of gross floor area: One space for each three seats.
 - b. With more than 100,000 square feet of gross floor area: One space for each seven seats.
(Parking spaces for theaters shall be in addition to those required for the shopping center.)
- (30) *Warehousing*: One space for each 1,000 square feet of gross floor area, plus one space for each 300 square feet of office space.
- (31) *Mini-storage (for those sites in which business tax receipts are issued for individual units)*: The number of spaces shall be determined using the requirements set forth in this section for warehousing, manufacturing and other industrial uses as applicable).
- (32) *Mini-storage (for those sites in which the units are solely for self-storage and in which no business tax receipts are issued for individual units)*: One space for each 20 units, plus one space for each 300 square feet of office space. For those sites designed for loading and unloading at or in close proximity to the individual storage units, loading and unloading aisles adjacent to the buildings may be considered as parking spaces in lieu of the one space for each 20 units requirement, provided there is sufficient width between buildings for the loading and unloading aisles and adjacent driveway aisles and provided that loading and unloading aisles have sufficient depth to be used as vehicle parking.
- (33) *New and used motor vehicle sales*: One space for each 600 square feet of gross floor area, plus one space per repair bay for vehicle waiting area. Vehicle display and/or inventory spaces shall not be included in the parking space calculations.
- (b) The number of required parking spaces for all other uses not specifically provided for subsection (a) of this section shall be determined by the city staff, after an applicant has submitted an acceptable parking study.

- (c) Parking spaces for disabled persons shall be provided for all commercial, industrial, multifamily, and institutional developments. The number of such parking spaces required shall be in accordance with state and federal requirements.
- (d) In determining the number of required parking spaces, a fractional result shall require the provision of a full parking space.
- (e) In determining the number of required parking spaces for sites having a combination of uses, not in a shopping center or mixed use project the number shall be based on the requirements of subsection (a) of this section as they relate to each use.

Any development constructed in compliance with the related parking requirements prior to the effective date of the ordinance will be deemed conforming.

Sec. 74-56 – Parking spaces for Mixed Use projects.

- A. The city may authorize a unique quantity of parking spaces for three or more distinct uses of residential and non-residential tenants jointly providing off-street parking when their respective hours of need of maximum parking do not normally overlap. This approval shall rely on written request for Mixed Use project filed with the Planning Director. Parking for joint use of parking in a mixed use project may be approved if the following conditions are met:
 - (1) The applicant submits sufficient data, materials, and information required for site plan approval that will demonstrate that hours of maximum demand for parking at the respective uses do not normally overlap.
 - (2) A parking study based on “shared parking” methodology latest edition that identifies the relevant facts upon which the request is based, and describes in detail the basis for the proposed rate adjustment. The parking study required in section may include, but is not limited to:
 - (a) Local parking studies of the same land use,
 - (b) Shared parking by each use,
 - (c) On-site trip capture from multiple trip opportunities in a compact area, and/or
 - (d) Utilization of off-site parking, employer-based or other activities and/or provisions that will result in alternative travel modes that are not dependent on on-site parking, and
 - (e) West Melbourne parking codes for individual uses,
 - (f) Adjustments for split between various forms of transportation and persons per car.
 - (3) Documents demonstrating that the applicant controls and will continue to control the property(ies) affected by the application.
- B. In granting a parking rate adjustment, the Planning Director shall determine that the proposed rate adjustment would not result in undesirable overflow parking, nor otherwise adversely impact the character and integrity of the surrounding area.
- C. The developer submits a legal agreement approved by the city attorney guaranteeing the joint use of the off-street parking spaces as long as the uses requiring parking are in existence or until the required parking is provided elsewhere in accordance with the provisions of this code.

- D. In no case, shall a parking study be deemed to reduce required onsite parking by more than 25% (twenty-five percent).
- E. If the properties are under separate ownership and control, a written easement and agreement shall be recorded at the applicant's expense, specifying the conditions of such joint use. This agreement shall be approved by the city attorney.

Sec. 74.5657. – Off-street loading and unloading areas.