



ULDC REVISIONS STAFF REPORT

ZC/LDRC, SEPTEMBER 5, 2024

I. General Data

Project Name: Parking and Permanent Generators
ULDC Articles: 2, 5, 6, and 7
Project Manager: Alexander Biray, Site Planner II
Agency Manager: Lisa Amara, Zoning Director
Staff Recommendation: Staff recommends *approval of the request* based on the findings and conclusions presented in this report.

II. Item Summary

Summary: The items before the Commission are proposed revisions to the Unified Land Development Code (ULDC) as summarized below:

- Add an administrative Type 1 Waiver to allow requests for parking reductions for Fitness Center uses with indoor recreation courts and for residential recreation areas.
- Modify parking requirements to allow end-to-end parking layouts for common parking lots of residential projects and to reduce the parallel parking width requirement when internal to a development.
- Increase the maximum height for permanent generators subject to reduced setbacks on residential properties.

Assessment: The proposed revisions implement Board direction to incorporate flexible regulations into the ULDC and to reflect industry changes and trends. The proposed parking waiver for the Fitness Center use and recreation amenities will allow reduced parking calculations that consider the specific circumstances of each use and site. The modification to tandem and parallel parking requirements will add flexibility to site design to make more efficient use of parking areas. The proposed increase in allowable permanent generator height will resolve issues identified due to changes to the overall height of the equipment, and required flood elevations.

III. Hearing History

Board of County Commissioners Permission to Advertise: On August 22, 2024, the BCC approved Request for Permission to Advertise by a vote of 6-0. There was no Board discussion and one member of the public spoke.

ZC Recommendation: *Scheduled for September 5, 2024*

LDRC Recommendation: *Scheduled for September 5, 2024*

Board of County Commissioners First Reading and Adoption: *Scheduled for September 26, 2024*

IV. Intent

The items before the Commission are proposed revisions to the Unified Land Development Code (ULDC) as summarized below:

- Add an administrative Type 1 Waiver to allow requests for parking reductions for Fitness Center uses with indoor recreation courts and for residential recreation areas.
- Modify parking requirements to allow end-to-end parking layouts for common parking lots of residential projects and to reduce the parallel parking width requirement when internal to a development.
- Increase the maximum height for permanent generators subject to reduced setbacks on residential properties.

V. Data and Analysis with Proposed Amendments

This section provides the background, data and analysis, and summarizes the proposed revisions depicted in strike out and underline in Exhibits 1-A through 1-C.

A. Recreation Parking Waivers

The mechanisms available to an Applicant to reduce required parking are currently very limited. Applicants may apply for an administratively approved Type 1 Waiver for a parking reduction of up to 15% limited to sites that have a minimum of 20 required parking spaces. Requests for greater than a 15% reduction require approval by the Zoning Commission (ZC) as a Type 2 Variance. This proposed ULDC revision establishes a new Type 1 Waiver for parking reductions related to recreational uses. The current regulations and proposed revisions are summarized below.

- **Fitness Centers.** Pursuant to ULDC Table 6.B.1.B, Minimum Parking and Loading Requirements, the minimum parking requirement for a Fitness Center is one space per 200 square feet. As “sports courts” may occupy significant square footage of the overall Fitness Center area, Industry has expressed concern that applying this calculation creates an excessive number of parking spaces. Required parking calculations based upon square footage may not necessarily correspond to the number of members utilizing courts for various sports. Establishing the ability for a parking per sports court and considering the operation of this use will afford the flexibility to accommodate various facilities and amenities.
- **Recreation Areas in Residential Developments.** Over the past several years there has been an increase in the number of applications requesting conversion of residential recreation areas in older residential subdivisions and planned developments. In most instances, the requests propose to convert larger sports courts (such as tennis) into multiple smaller courts (such as pickle ball). Pursuant to ULDC Table 6.B.1.B, Minimum Parking and Loading Requirements, the minimum parking requirement for a court in a Recreation Pod or Neighborhood Recreation Facility is one and one-half spaces per court. Converting an existing single court into two courts doubles this ratio. This has been an issue particular for older residential developments that do not have additional space to accommodate more parking, yet would like to establish additional and more modern facilities for their residents. The parking requirements do not always correspond to the demand of small recreation facilities within residential areas intended to serve the residents of a development, where walking or biking is used because of the areas proximity in the neighborhood. The changes to the types of facilities within the recreation areas are not associated with an increase in residential dwellings.

Staff has research of other Local Governments within the County and State indicates that the majority of jurisdictions establish parking regulation by court. Collier and Lee Counties require three parking spaces per court; the Cities of Boca Raton and Fort Myers, and Town of Palm Beach require four spaces per court; and City of Sarasota requires five spaces per court. Volusia County requires two spaces per tennis, racquetball, and shuffleboard court, and five spaces per basketball and volleyball court. These calculations are supplementary to calculations for other recreational facilities that a Fitness Center or recreation use may include, which like the ULDC, are calculated per square footage.

Waivers as Flexible Regulations. Multiple jurisdictions, including the County, have established waivers in order to establish the ability for flexible development regulations. Waivers allow request for modifications to land development regulations considering the unique circumstances of individual properties, subject to data and analysis and the ability to meet established waiver standards. Pursuant to ULDC Art. 2.C.5.G.1, Purpose, a Type 1 Waiver is to allow *“flexibility and minor adjustments to the property development regulations; site design; preservation or incorporation of existing native vegetation; or, for an improved site design where alternative solutions can be permitted subject to the criteria.”* Whereas a waiver process allows flexibility, a variance process is based upon proof a hardship that is not self-inflicted. The two proposed new Type 1 Waivers comport with the purpose of this type of administrative process. With each application on a case-by-case basis, the proposed language requires Applicants to demonstrate the need for the waiver in the Justification Statement and Parking Demand Statement. This will ensure that the need for the proposed reduction is demonstrated through relevant traffic engineering data. Further, these waivers will be connected with the use of the property, and will not be valid if the Fitness Center, for example, were to change to a different use. A use change at a future date may require the redesign of the site.

The proposed revisions are shown in **Exhibit 1-A** as summarized below.

- **Part 1. ULDC Art. 6.C.1.A**
 - Relocate and organize existing text regarding Type 1 Waiver requests to be applicable to the entire Subsection, and remove redundant headings.
 - Add a Type 1 Waiver Subsection, encompassing the existing 15 percent reduction, and adding Fitness Center and required recreation areas, Recreation Pods, or Neighborhood Recreation Facilities reductions.
 - Clarify requirements for all Type 1 Waiver requests to submit a Parking Demand Statement based on evidence of actual parking demand for similar uses or relevant traffic engineering and planning information and remove redundant language.

- **Part 3. ULDC Art. 2.C.5.G.2**
 - Convert Table 2.C.5.G, Summary of Type 1 Waivers into text format for better readability and consistency with Art. 2.B.7.D, Type 2 Waiver.

B. Parking Site Development Standards

Zoning Staff has been approached by Industry regarding issues with the required parking space arrangements and parallel parking dimensions, particularly on higher density sites. The current provisions of the ULDC do not allow “tandem parking” or “end to end” on for residential developments with common parking lots when it is adjacent to only one access aisle, although this design is allowed on single family, zero lot line, and townhome properties (driveways). Tandem parking allows parking spaces to be provided end to end in order to accommodate two vehicles in a smaller space, resulting in less driveways and more efficient use of space. This

design is typically on single family properties with a parking space in the garage and a second space in a driveway. This report proposes ULDC revisions to allow tandem parking with Multifamily and Congregate Living Facilities (CLF) uses when they exceed the minimum number of spaces and area assigned to specific units.

Also proposed within this report are ULDC revisions is a reduction in the width of parallel parking spaces from ten feet to nine feet, limited to on-site parking within the development. Staff research indicates that most other Local Governments, such as the Town of Jupiter, require lesser widths within developments. The reduction responds to the industry trend of new mixed-use and higher density developments propose internal parallel parking spaces. ULDC Art. 7, Landscaping is also proposed to be revised to clarify “standard” parking spaces are side-to-side spaces, and to increase the number of parallel parking spaces between landscape islands up to five spaces. The current maximum width between two landscape islands allows only four parallel parking spaces. This increase also responds to industry trends and accommodates a more efficient use of land.

Exhibit 1-B provides the proposed revisions in strike out and underline as summarized below.

- **Part 1. ULDC Art. 6.B.3.A.1**

- Replicate language for residential individual parking spaces, to residential common parking language, allowing “tandem parking” i.e., parking spaces to able to be side to side, end to end, or not contiguous to each other.
- Allow on-site parallel parking spaces to be nine feet wide, as opposed to the required minimum width of ten feet.

- **Part 2. ULDC Art. 7.C.4.A.2**

- Clarify “standard” parking spaces are side-by-side parking spaces.
- Specify a distance interval of five parallel parking spaces in the U/S Tier for landscape islands when the increased intervals allowance is utilized.

C. Permanent Generators

Over the past several years there have been issues identified within the Building Permitting process regarding the height measurement for permanent generators for residential uses. The ULDC currently allows reduced setbacks for permanent generators on residential lots when the height of the generator does not exceed four feet, measured from finished grade. Conflicts with this language has been identified due to changes in industry standards and increases in the overall height of generators. Generators proposed on lots within a flood zone, also may need to be adequately elevated to reduce the potential effects of a flood. As of July 31, 2024, new Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps becomes effective. These new rate maps indicate the requirement for higher base flood elevations of two to five feet in some Special Flood Hazard Areas (SFHA). These new elevation requirements will apply to new construction, buildings with substantial improvements and newly installed mechanical equipment such as permanent generators. Existing residential uses within SFHAs are currently built below the newly required elevation. However, the installation of new equipment on these lots, such as permanent generators will have to comply with the new elevation requirements two to five feet above existing finished grade. To account for the increased elevation requirement, permanent generators will have to be installed on elevated slabs on stem-walls or equipment platforms. The proposed increase in the maximum permitted height from four to five feet, and the allowance for the height to be measured from the top of the supporting platform rather than finished grade, responds to the industry height changes for generators and accommodates situations where height increases of the supporting platform for permanent generators are necessary.

Exhibit 1-C provides the proposed revisions in strike out and underline as summarized below.

Part 1. ULDC Art. 5.B.1.A.19.b.2)

- Revise the height measurement for permanent generators and how to measure the maximum height.
- Table 5.B.1.A has been replaced with a paragraph to aid in better understanding and readability of the provisions.

D. Consistency with the Comprehensive Plan

A review by the Planning Division indicates that the proposed amendments will not result in inconsistencies with the Comprehensive Plan. A letter regarding consistency with the Comprehensive Plan is attached.

VIII. Assessment and Conclusions

As demonstrated in this report, the proposed revisions implement Board direction to incorporate flexible regulations into the ULDC and to reflect industry changes and trends. The proposed parking waiver for the Fitness Center use and recreation amenities will allow reduced parking calculations that consider the specific circumstances of each use and site. The modification to tandem and parallel parking requirements will add flexibility to site design to make more efficient use of parking areas. The proposed increase in allowable permanent generator height will resolve issues identified due to changes to the overall height of the equipment, and required flood elevations. As such, Staff recommends ***approval*** of this amendment.

Attachments

Exhibits 1-A – Parking Waiver	E - 1
Exhibits 1-B – Parking Site Development	E - 5
Exhibits 1-C – Permanent Generators	E - 7
Exhibit 2 – Planning Consistency Letter	E - 8

EXHIBIT 1-A
TYPE 1 WAIVER – PARKING

This exhibit revises the following Article(s):

ARTICLE 2 – APPLICATION PROCESSES AND PROCEDURES
ARTICLE 6 – PARKING, LOADING, AND CIRCULATION

Revision Key: Proposed revisions are shown with new text as underlined, deleted text in strike-out, and relocated text italicized. *Stricken and italicized* means text to be totally or partially relocated. Relocation notes are shown in brackets as **[Relocated to:]** or **[Relocated from:]**. Unaltered text omitted for brevity is indicated by a series of four bolded ellipses....

Part 1. ULDC Art. 6.C.1.A, Parking, Loading, and Circulation, Alternative Design Options, Requirements to Reduce or Increase Parking, Type 1 Waiver, is hereby amended as follows:

1 **CHAPTER C ALTERNATIVE DESIGN OPTIONS**

2 **Section 1 Requirements to Reduce or Increase Parking**

3 **A. ~~Type 4~~ Waivers**

4 *A Type 1 or Type 2 Waiver may be requested to reduce or increase required parking*
5 *subject to the Standards as outlined in Art. 2, Application Processes and Procedures and*
6 *the following: [Ord. 2020-001] [Relocated from: below]*

7 **1. Supplemental Application Requirements Applicability**

8 *For all Waiver requests, the Applicant shall submit a Parking Demand Statement and*
9 *any additional documentation justifying the need for reduced or increased parking. The*
10 *Parking Demand Statement shall be based on evidence of actual parking demand for*
11 *similar uses or reliable traffic engineering and planning information prepared by a*
12 *Professional Engineer registered in the State of Florida. [Relocated from: below]*

13 **2. Type 1 Waiver**

14 **a. 15 Percent Reduction**

15 *Projects that require 20 or more parking spaces may request a Type 1 Waiver for*
16 *up to a 15 percent parking reduction. [Ord. 2020-001] [Relocated from: below]*

17 **b. Fitness Center Reduction**

18 *A Fitness Center that has indoor or outdoor recreation courts may request a Type*
19 *1 Waiver from the parking calculations of Table 6.B.1.B, Minimum Parking and*
20 *Loading Requirements, to reduce the parking calculation to three parking spaces*
21 *per court for the area of the recreation courts only. The remainder of the Fitness*
22 *Center facility that does not have recreation courts may be reduced to a parking*
23 *calculation of one parking space per 250 square feet.*

24 **c. Required Recreation Areas, Recreation Pods, or Neighborhood Recreation**
25 **Facilities Reduction**

26 *The redevelopment or expansion of the recreation facilities within an existing*
27 *residential development, subdivision or PDD, and under the ownership of the*
28 *Property Owners' Association, may request a Type 1 Waiver for a parking*
29 *reduction provided that the request is not accompanied by an increase in density.*

1 **Reduce Required Parking**

2 ~~A Type 1 Waiver may be requested to reduce required parking no more than 15~~
3 ~~percent, subject to the Standards as outlined in Art. 2.C.5.G, Type 1 Waiver and~~
4 ~~the following: [Ord. 2020-001] [Relocated to: above]~~

5 ~~1) limited to uses that require 20 or more spaces; [Ord. 2020-001] [Relocated to:~~
6 ~~above]~~

7 ~~2) submittal of a Parking Demand Statement that identifies the use or uses; and,~~
8 ~~[Ord. 2020-001]~~

9 ~~3) the Parking Demand Statement confirms the parking will not be negatively~~
10 ~~impacted if the Type 1 Waiver is granted. [Ord. 2020-001]~~

11 **d b. PDD Parking Increase**

12 The Development Review Officer (DRO) may authorize an increase in the
13 maximum allowed number of parking spaces in a PDD subject to a Type 1 Waiver.
14 [Ord. 2020-001]

15 **1) Supplemental Application Requirements**

16 ~~The Applicant shall submit a parking study and any additional documentation~~
17 ~~justifying the need for additional parking. The parking study shall include, the~~
18 ~~following: [Relocated to: above]~~

19 ~~a) the location of the use(s) on the site requiring the additional parking;~~

20 ~~b) the size and type of use(s) and/or activity(s) requiring the additional~~
21 ~~parking; and,~~

22 ~~c) the rate of turnover and the anticipated peak parking demands.~~

23 **2) Maximum Increase**

24 a) Lots less than ten acres in size may apply for a 20 percent increase.

25 b) Lots ten acres or greater in size may apply for a ten percent increase.

26

Part 3. ULDC Art. 2.C.5.G.2, Application Processes and Procedures, Administrative Processes, Types of Applications, Type 1 Waiver, Applicability, is hereby amended as follows:

27 **CHAPTER C ADMINISTRATIVE PROCESSES**

28

29 **Section 5 Types of Applications**

30

31 **G. Type 1 Waiver**

32 **1. Purpose**

33 To establish procedures and evaluation standards for a Type 1 Waiver. A Type 1
34 Waiver is to allow flexibility and minor adjustments to the property development
35 regulations; site design; preservation or incorporation of existing native vegetation; or,
36 for an improved site design where alternative solutions can be permitted subject to the
37 criteria. Waivers are not intended to relieve specific financial hardship nor circumvent
38 the intent of this Code. A Waiver may not be granted if it conflicts with other Sections
39 of this Code, or the Florida Building Code. [Ord. 2011-016] [Ord. 2016-042] [Ord. 2018-
40 002]

41 **2. Applicability**

42 Requests for Type 1 Waivers shall only be permitted where expressly stated within
43 this Code or indicated ~~below in the following Table:~~ [Ord. 2011-016] [Ord. 2012-027]
44 [Ord. 2018-002] [Ord. 2020-020] [Ord. 2021-006]

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a. Overlays

- 1) Table 3.B.4.F, Type 1 Waivers for Industrial Pods, for GAO Industrial Pod development standards.
- 2) Art. 3.B.7.D, Property Development Regulations (PDRs), for the NEO
- 3) Table 3.B.8.E, Type 1 Waivers for NBOZ Design Guidelines, for NBOZ Design Guidelines.
- 4) Art. 3.B.14.H.1.c.1), for landscaping for WCRAO Density Bonus Pool projects.
- 5) Table 3.B.15.G, Type 1 Waivers, for IRO Waivers.
- 6) Table 3.B.16.G, Type 1 and 2 URAO Waivers, for URAO Waivers.

b. Parking, Buffers, and Landscaping

- 1) Art. 3.E.6.F.2, Perimeter Buffer, for RVPD Type 3 Incompatibility Buffer.
- 2) Art. 4.B.2.C.3.13.f.3)a)(2), for parking proximity for a Type 1 Restaurant with Drive-Through
- 3) Art. 4.B.6.C.17.c.4)b), Loading, for commercial greenhouse loading.
- 4) Art. 4.B.7.C.10.d, Buffer, for Solid Waste Transfer Station landscaping.
- 5) Note 10 of Table 6.B.1.B, Minimum Parking and Loading Requirements, for parking for a Community Vegetable Garden.
- 6) Note 12 of Table 6.B.1.B, Minimum Parking and Loading Requirements, for loading space for a CLF, or Skilled Nursing or Residential Treatment Facility with more than 20 beds.
- 7) Art. 6.C.1.A.2, Type 1 Waiver, for parking spaces.
- 8) Art. 6.E.2.B.3, Type 1 Waiver – Reduction of Minimum Number of Required Loading Spaces, for loading spaces.
- 9) Art. 6.E.4.A.1.d, Type 1 Waiver – Reduction of Loading Space Width or Length, for loading space width or length.
- 10) Table 7.B.4.A, Type 1 Waivers for Landscaping, for landscaping.

c. Other

- 1) Table 3.D.1.A, Property Development Regulations, for structural setback. This Waiver shall only be utilized for detached housing types on individual lots, and shall not be utilized for multiple lots under one application, i.e. “blanket” application or reductions exceeding five percent less than the minimum requirement.
- 2) Art. 5.C.1.E.3, Type 1 Waiver – Green Architecture, for Green Architecture.
- 3) Art. 8.G.3.B, PUD or Residential Subdivision Informational Signs, for PUD or Residential Subdivision Informational signs.
- 4) Art. 8.H.2.D.4, Replacement, for billboard location.

[Relocated from: Table 2.C.5.G, Summary of Type 1 Waivers, below]

Table 2.C.5.G – Summary of Type 1 Waivers

Request	Code Reference
Glades Area Overlay (GAO) Industrial Pod Development Standards	Table 3.B.4.F, Type 1 Waivers for Industrial Pods [Relocated to: Art. 2.C.5.G.2.a.1)]
Native Ecosystem Overlay (NEO)	Art. 3.B.7.D, Property Development Regulations (PDRs) [Relocated to: Art. 2.C.5.G.2.a.2)]
Northlake Boulevard Overlay Zone (NBOZ) Design Guidelines	Table 3.B.8.E, Type 1 Waivers for NBOZ Design Guidelines [Relocated to: Art. 2.C.5.G.2.a.3)]
WCRAO Density Bonus Programs	Art. 3.B.14.H.1.c, Incentives for Density Bonus Pool Projects, Landscaping [Relocated to: Art. 2.C.5.G.2.a.4)]
Infill Redevelopment Overlay (IRO)	Table 3.B.15.G, Type 1 Waivers [Relocated to: Art. 2.C.5.G.2.a.5)]
Urban Redevelopment Area Overlay (URAO)	Table 3.B.16.G, Type 1 and 2 URAO Waivers [Relocated to: Art. 2.C.5.G.2.a.6)]
Structural Setback (1)	Table 3.D.1.A, Property Development Regulations [Relocated to: Art. 2.C.5.G.2.c.1)]
RVPD Type 3 Incompatibility Buffer	Art. 3.E.6.F.2, Perimeter Buffer [Relocated to: Art. 2.C.5.G.2.b.1)]

Parking Proximity for a Type 1 Restaurant with Drive-Through	Art. 4.B.2.C.33.f.3)a)(2), Location Criteria, Exceptions, Design Criteria [Relocated to: Art. 2.C.5.G.2.b.2)]
Commercial Greenhouse Loading	Art. 4.B.6.C.17.c.4)b), Loading [Relocated to: Art. 2.C.5.G.2.b.3)]
Solid Waste Transfer Station Landscaping	Art. 4.B.7.C.10.d, Buffer [Relocated to: Art. 2.C.5.G.2.b.4)]
Green Architecture	Art. 5.C.1.E.3, Type 1 Waiver – Green Architecture [Relocated to: Art. 2.C.5.G.2.c.2)]
Parking for a Community Vegetable Garden	Table 6.B.1.B, Minimum Parking and Loading Requirements, Note 10 [Relocated to: Art. 2.C.5.G.2.b.5)]
Loading Space for a CLF, or Skilled Nursing or Residential Treatment Facility with More Than 20 Beds	Table 6.B.1.B, Minimum Parking and Loading Requirements, Note 12 [Relocated to: Art. 2.C.5.G.2.b.6)]
Parking Spaces	Art. 6.C.1.A, Type 1 Waiver [Relocated to: Art. 2.C.5.G.2.b.7)]
Loading Spaces	Art. 6.E.2.B.3, Type 1 Waiver – Reduction of Minimum Number of Required Loading Spaces [Relocated to: Art. 2.C.5.G.2.b.8)]
Loading Space Width or Length	Art. 6.E.4.A.1.d, Type 1 Waiver – Reduction of Loading Space Width or Length [Relocated to: Art. 2.C.5.G.2.b.9)]
Landscaping	Table 7.B.4.A, Type 1 Waivers for Landscaping [Relocated to: Art. 2.C.5.G.2.b.10)]
PUD or Residential Subdivision Informational Signs	Art. 8.G.3.B, PUD or Residential Subdivision Informational Signs [Relocated to: Art. 2.C.5.G.2.c.3)]
Billboard Location	Art. 8.H.2.D.4, Replacement [Relocated to: Art. 2.C.5.G.2.c.4)]
[Ord. 2012-027] [Ord. 2014-025] [Ord. 2015-031] [Ord. 2016-016] [Ord. 2016-042] [Ord. 2018-002] [Ord. 2019-005] [Ord. 2020-001] [Ord. 2021-006] [Ord. 2022-029]	
Notes:	
1.	This Waiver shall only be utilized for detached housing types on individual lots, and shall not be utilized for multiple lots under one application, i.e. “blanket” application or reductions exceeding five percent less than the minimum requirement. [Ord. 2021-006] [Relocated to: Art. 2.C.5.G.2.c.1)]

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EXHIBIT 1-B

COMMON PARKING LOTS FOR RESIDENTIAL AND PARALLEL PARKING

This exhibit revises the following Article(s):

ARTICLE 6 – PARKING, LOADING AND CIRCULATION
ARTICLE 7 – LANDSCAPING

Revision Key: Proposed revisions are shown with new text as underlined, deleted text in strike-out, and relocated text italicized. ~~Stricken and italicized~~ means text to be totally or partially relocated. Relocation notes are shown in brackets as **[Relocated to:]** or **[Relocated from:]**. Unaltered text omitted for brevity is indicated by a series of four bolded ellipses....

Part 1. ULDC Art. 6.B.3.A.1, Parking Loading and Circulation, Parking and Loading, Design and Materials, Dimensions and Layout, Dimensions, is hereby amended as follows:

1 **CHAPTER B PARKING AND LOADING**

2

3 **Section 3 Design and Materials**

4 **A. Dimensions and Layout**

5 **1. Dimensions**

6 The dimensions and geometrics of parking areas shall conform to the following
7 minimum standards. [Ord. 2020-001]

8 **a. Residential**

9 **1) Individual Parking Space**

10 Each parking space for dwelling units that do not share a common parking lot
11 shall be a minimum of eight feet wide and 20 feet long. Parking spaces may
12 be side to side, end to end, or not contiguous to each other.

13 **2) Common Parking Lots**

14 For dwelling units that share a common parking lot, parking spaces and aisles
15 shall be subject to Table 6.B.3.A, Minimum Parking Dimensions for Non-
16 Residential Uses and Residential Uses with Shared Parking Lots. Parking
17 spaces may be side to side or parallel. End-to-end parking spaces are allowed
18 for Multifamily and Congregate Living Facilities when the parking provided
19 exceeds the minimum number of required spaces and provided that the end-
20 to-end spaces are assigned to specific dwelling units.

21

22 **c. Parallel Parking**

23 Parallel parking spaces shall have a minimum length of 23 feet. Parallel parking
24 spaces shall have and a minimum width of ten feet for on-street parking, and a
25 minimum width of nine feet for on-site parking.

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Part 2. **ULDC Art. 7.C.4.A.2, Landscaping, Landscape Buffer and Interior Landscape Requirements, Landscape Requirements for On-Site Parking, Increased Interval of Landscape Islands, is hereby amended as follows:**

2 **CHAPTER C LANDSCAPE BUFFER AND INTERIOR LANDSCAPE REQUIREMENTS**

3

4 **Section 4 Landscape Requirements for On-Site Parking**

5 On-site parking and interior vehicular use areas shall be provided with landscape islands, divider
6 medians, or where applicable, landscape diamonds, and subject to the following landscaping
7 requirements. Planting within perimeter landscape buffers required by Art. 7.C.2, Types of
8 Landscape Buffer, shall not be used to satisfy these requirements. [Ord. 2018-002]

9 **A. Landscape Islands**

10 Landscape islands shall be provided along the terminal of parking spaces, interior of the
11 parking area, and along major internal driveways. Parking spaces shall not be terminated
12 or abutting a drive aisle, driveway, or loading space without a landscape island. In addition,
13 landscape islands shall be provided in accordance to the maximum spacing requirements
14 for each tier, and Table 7.C.4.A, Landscape Island and Divider Median – Planting and
15 Dimensional Requirements. [Ord. 2018-002]

16

17 **2. Increased Interval of Landscape Islands**

18 The distance between landscape islands may be increased to a maximum of ~~12~~ **twelve**
19 ~~side-by-side standard~~ parking spaces **or five parallel parking spaces** for the U/S Tier,
20 ten **side-by-side** spaces for the AGR and Glades Tiers, and eight **side-by-side** spaces
21 for the Exurban and Rural Tiers. The width of abutting landscape islands, where the
22 increased interval occurs, shall be increased by one foot for each additional space.
23 [Ord. 2018-002]

24

EXHIBIT 1-C
PERMANENT GENERATORS

This exhibit revises the following Article(s):

ARTICLE 5 – SUPPLEMENTARY STANDARDS

Part 1. ULDC Art. 5.B.1.A.19.b.2), Supplementary Standards, Accessory Uses and Structures, Supplementary Regulations, Accessory Uses and Structures, Permanent Generators, Standards, Residential, is hereby amended as follows:

CHAPTER B ACCESSORY USES AND STRUCTURES

Section 1 Supplementary Regulations

A. Accessory Uses and Structures

....
19. Permanent Generators

....
b. Standards

....
2) Residential

The following shall be applicable to Art. 4.B.1, Residential Uses: SFD, ZLL, TH, and MF units. [Ord. 2006-004]

a) Number

A maximum of one generator shall be allowed on a SFD, ZLL, or TH lot with a single dwelling unit. A maximum of one generator per structure shall be permitted for Multifamily developments, with exception to condominiums, which shall be permitted one generator per unit. [Ord. 2006-004]

b) Generator Setback Exceptions

Generators less than five four feet in height measured from the top of the supporting platform finished grade may be allowed within the required side and rear setbacks. The generator rear and side setback shall be a minimum of five feet. For SFDs and residential uses within a SFD, the generator side setback shall be a minimum of three feet, and rear setback shall be a minimum of five feet in accordance with Table 5.B.1.A, Setbacks for Generators Less Than Four Feet in Height. [Ord. 2006-004]

Table 5.B.1.A – Setbacks for Generators Less Than Four Feet in Height (1)

	Side	Rear
SFD	3'	5'
ZLL	5'	5'
TH	N/A	5'
[Ord. 2006-004]		
Notes:		
1.	Refer to FBC for additional location criteria.	

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EXHIBIT 2
PLANNING CONSISTENCY LETTER



Department of Planning,
Zoning & Building
2300 North Jog Road
West Palm Beach, FL 33411-2741
(561) 233-5000

Planning Division 233-5300
Zoning Division 233-5200
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INTER-OFFICE COMMUNICATION
DEPARTMENT OF PLANNING, ZONING AND BUILDING
PLANNING DIVISION

TO: Ms. Cheri Pavlik, Chair, and
Members of the Zoning Commission

FROM: Bryan Davis, Principal Planner
Planning Division

DATE: August 20, 2024

RE: Comprehensive Plan Consistency Determination for proposed
Unified Land Development Code (ULDC) amendments

The Planning Division has determined that the proposed ULDC amendments as found in Agenda Item 5, Parking and Permanent Generators, in the packet provided by the Zoning Division, and scheduled for the September 5, 2024 meeting, is generally consistent with the Comprehensive Plan.

Additional review will be required for any revision(s) to an amendment other than for the purpose of correcting grammatical or spelling errors.

cc: Thuy Shutt, Planning Director
Lisa Amara, Zoning Director
Jeff Gagnon, Deputy Planning Director
Wendy Hernandez, Deputy Zoning Director
Jerome Ottey, Principal Site Planner, Zoning Division
Travis Goodson, Senior Planner, Planning Division

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