

Article 24 Parking and Loading

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15-2401 Purpose

The specific purposes of the parking and loading regulations are to:

- A. Minimize design impacts that can result from parking lots, driveways, and drive aisles within parking lots;
- B. Offer flexible means of minimizing the amount of area devoted to vehicle parking by allowing reductions in the number of required spaces in transit-served locations, shared parking facilities, and other situations expected to have lower vehicle parking demand;
- C. Require that parking areas are designed to reduce potential environmental impacts, including minimizing stormwater runoff and the heat island effect;

- D. Ensure that parking is provided for new land uses and alterations to existing uses, to avoid the negative impacts associated with spillover parking into adjacent neighborhoods;
- E. Ensure that adequate off-street bicycle parking facilities are provided and promote parking lot designs that offer safe and attractive pedestrian routes;
- F. Establish standards and regulations of any specific use occurring outdoors or within an existing, newly constructed, or relocated building to provide well-designed, on-site parking areas; and,
- G. Provide loading and delivery facilities in proportion to the needs of allowed uses.

15-2402 Applicability

The requirements of this article apply to the establishment, alteration, expansion, or change in any use or structure, as provided in this section.

- A. **New Buildings and Land Uses.** Parking shall be provided according to the provisions of this article.
- B. **Building Expansions.** Should a building be expanded, parking shall be provided according to the provisions of this article.
- C. **Use Expansions.** Should a use expand without necessarily expanding a building, such as an auto dealership, parking shall be provided according to the provisions of this article.
- D. **Change in Use or Change of Occupancy.**
 - 1. When a Change in Use or Change in Occupancy creates an increase of 10 percent or more in the number of required on-site parking or loading spaces, on-site parking and loading shall be provided according to the provisions of this article. The number of existing stalls shall be maintained, and additional stalls shall be required only for such addition, enlargement, or Change in Use. The Change in Use or Change in Occupancy that creates an increase of 10 percent or more shall be cumulative from the date of adoption of this Code.
 - 2. If the number of existing parking spaces is greater than the requirements for such use, the number of spaces in excess of the prescribed minimum may be counted toward meeting the parking requirements for the addition, enlargement, or Change in Use.
- E. **Reconstruction of Non-Residential Buildings.** Should a building be damaged and/or demolished due to an Act of Nature, a building may be reconstructed and may provide the same number of stalls provided that there is no increase in building floor area.
- F. **Alterations that Increase the Number of Dwelling Units.** The creation of additional dwelling units through the alteration of an existing building or construction of an additional structure or structures requires the provision of on-site parking to serve the new dwelling units. If the number of existing parking spaces is greater than the requirements for the existing units, the number of spaces in excess of the prescribed minimum may be counted toward meeting the parking requirements for the new dwelling units.
- G. **Non-Conforming Parking or Loading.** An existing use of land or structure shall not be deemed to be non-conforming solely because of a lack of on-site parking and/or loading facilities required by this article, provided that facilities used for on-site parking and/or loading

as of the date of adoption of this Code are not reduced in number to less than what this article requires.

15-2403 General Provisions

- A. **Timing of Parking Requirements.** On-site parking facilities required by this article shall be constructed or installed prior to the issuance of a Certificate of Occupancy for the uses that they serve.
- B. **Existing Parking and Loading to be Maintained.** No existing parking or loading serving any use may be reduced in amount or changed in design, location, or maintenance below the requirements for such use, unless equivalent substitute facilities are provided.
- C. **Advertising on Vehicles.** Vehicles shall not be parked solely for the purpose of advertising. Advertising shall comply with Article 26, Signs.
- D. **Maintenance.** Parking lots and pedestrian areas, including landscaped areas, driveways, and loading areas, shall be maintained free of refuse, debris, or other accumulated matter and shall be kept in good repair at all times.
- E. **Vehicles for Sale.** Vehicle sales may occur under the following parameters. All areas shall be paved.
 - 1. On lots approved for vehicle sales per Section 15-2709, Automobile and Motorcycle Retail Sales and Leasing.
 - 2. Companies may sell excess vehicles on their property. No more than one excess vehicle may be sold on the lot at a time.
 - 3. Personal vehicles parked for the purpose of being sold so long as it is for non-commercial purposes.
- F. **Temporary Parking Lots.** For Temporary Parking Lots, refer to Section 15-2760-B, Temporary Uses Requiring a Temporary Use Permit.

15-2404 Buffer District

- A. Off-street parking of the following specified classes of vehicles shall be permitted in the Buffer District:
 - 1. Trucks of 1 ½ ton or more capacity;
 - 2. Trucks of 1 ¼ ton or more capacity with trailer attached;
 - 3. Buses;
 - 4. Trailers, if screened; and
 - 5. Any two-axle or three-axle truck tractor.
- B. **Pavement.** The parcel shall provide a 100 feet shake-off area prior to reaching the street to minimize dirt, mud, etc. from being carried onto street.
- C. Vehicles described above shall be limited to non-commercial uses however the resident of the property may store their own vehicles on-site. Space may not be leased to commercial haulers.

15-2405 Recreational Vehicles, Boats, Trailers, and Portable Storage

Recreational vehicles, fifth wheel trailers, boats, trailers, etc., collectively referred to as Recreation Vehicles in this section, may be permitted per the provisions below.

- A. **Habitation.** Recreational Vehicles may not be used for sleeping or habitation, unless permitted per Subsections E, F, and G below.
- B. **Single-Family Districts.**
 - 1. ***Parking and Screening.*** Recreational Vehicles shall be parked on a non-permeable surface in a fenced area, or in the rear yard or side yard, screened by a wall or solid fence not less than five feet in height.
 - 2. ***Location.*** Recreational Vehicles shall not project beyond the front limits of the home.
 - 3. ***Exceptions.*** A Recreational Vehicle may be parked in the driveway for purposes of loading and unloading for up to 72 hours in any month and shall not encroach into the public right-of-way. For purposes of this article, parking for up to 72 hours includes being parked in the front yard, the driveway, and/or the street.
 - 4. Commercial rated vehicles not commonly found in residential areas are prohibited.
- C. **Multi-Family Residential Districts.**
 - 1. Recreational vehicles may not be parked and/or stored in multi-family districts, unless stored in a fully enclosed garage with a non-permeable surface.
 - 2. Trailers used for loading and unloading, may be parked temporarily and strictly for moving purposes and shall not encroach into the public right-of-way or landscape area.
 - 3. Construction-related trailers shall be removed upon completion of the construction or repairs.
- D. **Moving Trailers/Portable Storage/ISO Containers in Residential and Mixed-Use Districts.**
 - 1. Portable storage units may be parked on a driveway in single-family districts, or a parking space in multi-family and mixed-use districts for the purposes of loading and unloading.
 - 2. Units may not be on a site for more than 96 hours in any month.
 - 3. Units shall not encroach into the public right-of-way (i.e., sidewalk), nor be placed on the street or front lawn, unless the lot does not have a driveway, then it may be placed in the front yard.
- E. **Recreational Vehicles at Fraternal and/or Service Organizations.** Overnight parking may be permitted at Fraternal or Service Organizations for their members. Areas used for this purpose shall be screened from the public right-of-way with a six-foot block wall, hedge, or building. Areas used for this purpose shall be located outside of required yard, and/or landscape areas. No individual Recreational Vehicle may park for more than 48 hours in any month on a site and shall not encroach into the public right-of-way. Outdoor camping is not permitted. Areas used for this purpose are not required to be paved.

- F. **Recreational Vehicles in Commercial Districts.** Overnight parking may be permitted in Commercial Districts. No individual Recreational Vehicle may park for more than 12 hours in any month on a site and shall not encroach into the public right-of-way. Areas used for this purpose shall be located outside of required yard, and/or landscape areas. Outdoor camping is not permitted. Areas shall be paved.
- G. **Recreational Vehicles at Hospitals.** Hospitals may provide Recreational Vehicle parking areas for visitors, provided that the hospital provides utility connection areas. A Recreational Vehicle may park so long as an acquaintance is under medical care of the hospital. Areas shall be paved.

15-2406 Inoperable Vehicles

- A. **Residential Districts.** Inoperable vehicles in residential districts shall not be visible from the public right-of-way. Inoperable vehicles may be stored on non-permeable surfaces in residential garages, or rear or side yards. Inoperable vehicles shall be limited to one per lot.
- B. **Non-Residential Districts.** In non-residential districts inoperable vehicles shall be screened from public streets. If staging for repair, vehicles may only be visible for up to eight hours prior to being moved into the repair garage. Inoperable vehicles may not be stored in public view overnight unless the vehicle was transported to the site after business hours.

15-2407 Required Parking for Downtown Districts

(Reserved)

15-2408 Required Parking for Mixed-Use Districts and CMS District

The required numbers of on-site parking spaces are stated in Table 15-2408, Required Parking for Mixed-Use Districts and CMS District. The parking requirement for any use not listed in Table 15-2408 shall be the same as required for the land use in other districts as stated in Table 15-2409, Required Parking, Other Districts.

TABLE 15-2408: REQUIRED ON-SITE PARKING SPACES, MIXED-USE DISTRICTS AND CMS DISTRICT		
<i>Use</i>	<i>Required Parking Spaces</i>	
Residential		
Studio, and one-bedroom units	.75 space per unit	Required parking shall be covered. One additional guest parking space must be provided for every 4 units for projects greater than 4 units.
Two bedrooms	1 space per unit	
Three or more bedrooms	1.5 spaces per unit	
Non-Residential		
Office	1 space per 600 square feet	
Retail	1 space per 600 square feet	
Restaurant	1 space per 600 square feet	

TABLE 15-2408: REQUIRED ON-SITE PARKING SPACES, MIXED-USE DISTRICTS AND CMS DISTRICT	
<i>Use</i>	<i>Required Parking Spaces</i>
All other Commercial uses	1 space per 600 square feet
On-street parking along a lot's corresponding frontage lines shall be counted toward the parking requirement for mixed-use projects.	

15-2409 Required Parking, Other Districts

The required numbers of on-site parking spaces are stated in Table 15-2409, Required On-Site Parking Spaces, Other Districts. The parking requirement for any use not listed in Table 15-2409 shall be determined by the Director based upon the requirements for the most similar comparable use, the particular characteristics of the proposed use, and any other relevant data regarding parking demand.

TABLE 15-2409: REQUIRED ON-SITE PARKING SPACES, OTHER DISTRICTS		
<i>Use Classification</i>	<i>Required Parking Spaces</i>	
Residential Use Classifications		
Single-Unit Residential constructed prior to the adoption date of this Code	1 space per dwelling unit	Must be covered.
Single-Unit Residential, up to two bedrooms	1 space per dwelling unit	Must be within a garage.
Single-Unit Residential, three or more bedrooms	1 space per dwelling unit	Must be within a garage.
Duplex	1 space per dwelling unit	Must be within a garage.
Backyard Cottages, Second Dwelling Units, or Accessory Living Quarters	Refer to Section 15-2754, Second Dwelling Units, Backyard Cottages, and Accessory Living Quarters.	
Affordable Housing Developments (Moderate Income and Below)		
<i>Studio, one- or two-bedroom</i>	.75 space per unit	One covered space shall be designated for each unit. One additional uncovered guest parking space must be provided for every 4 units.
<i>Three or more bedrooms</i>	1.5 spaces per unit	
Multi-Unit Residential (2 or more units)		
<i>Studio</i>	1 space per unit	One covered space shall be designated for each unit. One additional uncovered guest parking space must be provided for every 4 units.
<i>One- or two-bedroom</i>	1 space per unit	
<i>Three or more bedrooms</i>	1.5 spaces per unit	One covered space shall be designated for each unit. One additional uncovered guest parking space must be provided for every 2 units.

TABLE 15-2409: REQUIRED ON-SITE PARKING SPACES, OTHER DISTRICTS	
<i>Use Classification</i>	<i>Required Parking Spaces</i>
Small Family Day Care	None in addition to what is required for the residential use.
Large Family Day Care	1 per employee plus an area for loading and unloading children, on or off-site. Required spaces and the residential driveway for the primary residential use may be counted toward meeting these requirements.
Elderly and Long-Term Care	1 for every 7 residents plus 1 for each live-in caregiver. Facilities serving more than 15 residents shall also provide 1 space for each caregiver, employee, and doctor on-site at any one time.
Group Residential	1 spaces for the owner-manager plus 1 for every 5 beds and 1 for each non-resident employee.
Residential Care, Limited	None in addition to what is required for the residential use.
Residential Care, General	2 spaces for the owner-manager plus 1 for every 5 beds and 1 for each non-resident employee.
Residential Care, Senior	1 for every 7 residents plus 1 for each live-in caregiver. Facilities serving more than 15 residents shall also provide 1 space for each caregiver, employee, and doctor on-site at any one time.
Single Room Occupancy	0.5 space per unit
Public and Semi-Public Use Classifications	
Colleges and Trade Schools, Public or Private	1 per 5 members of the school population (including students, faculty, and staff) based on maximum enrollment.
Community and Religious Assembly	1 for each 5 permanent seats in main assembly area, or 1 for every 50 sq. ft. of assembly area for group activities or where temporary or moveable seats are provided, whichever is greater. For auxiliary classrooms, there shall be 1 parking space per classroom.
Cultural Institutions	Stage theaters and auditoriums: 1 for each 6 permanent seats in main assembly area, or 1 for every 60 sq. ft. of assembly area where temporary or moveable seats are provided, whichever is greater. Galleries, Libraries, and Museums: 1 for every 1,000 sq. ft. of floor area. Other establishments: determined by the Director.
Day Care Center	1 per employee plus 2 loading spaces.
Emergency Shelter	1 per 500 sq. ft. of floor area.
Government Offices	1 per 500 sq. ft. of floor area.
Hospitals, Rehabilitation Centers	1 per 1.5 beds; plus 1 per 300 sq. ft. of area used for office, clinics, testing, research, administration, and similar activities associated with the principal use.
Clinics or Urgent Care	1 per exam room; plus 1 per 300 sq. ft. of area used for office, clinics, testing, research, administration, and similar activities associated with the principal use.
Instructional Services	1 per 200 sq. ft. of public or instruction area.
Schools, Public or Private	Elementary and Middle Schools: 1 per classroom, plus 1 per 300 sq. ft. of office area. High Schools: 5 per classroom.

TABLE 15-2409: REQUIRED ON-SITE PARKING SPACES, OTHER DISTRICTS	
<i>Use Classification</i>	<i>Required Parking Spaces</i>
Social Service Facilities	1 per 350 sq. ft. of floor area.
Commercial Use Classifications	
Large Commercial Shopping Center (greater than 300,000 square feet of floor area).	1 per 350 sq. ft. or the total required for each individual use, whichever is less.
Adult-Oriented Business	1 per 300 sq. ft. of floor area.
Animal Care, Sales and Services	
<i>Grooming and Pet Stores</i>	1 per 500 sq. ft. of floor area.
<i>Kennels</i>	1 per employee plus three spaces for loading and unloading animals on-site.
<i>Veterinary Services</i>	1 per 350 sq. ft. of floor area.
Artist's Studio	1 per 1,000 sq. ft. of floor area.
Automobile/Vehicle Sales and Services	
<i>Automobile/Vehicle Rentals</i>	1 per 250 sq. ft. of office area in addition to spaces for all vehicles for rent.
<i>Automobile/Vehicle, and Motorcycle Sales and Leasing</i>	1 per 2,500 sq. ft. of lot area. Any accessory auto repair: 2 per service bay.
<i>Automobile/Vehicle Repair, Major or Minor</i>	1 space plus 1.5 per service bay. 1 per 250 sq. ft. of any retail or office on site.
<i>Automobile/Vehicle Washing, Automated</i>	1 per 250 sq. ft. of any indoor sales, office, or lounge areas.
<i>Automobile/Vehicle Washing, Detail</i>	.50 per service bay plus 1 per 250 sq. ft. of any indoor sales, office, or lounge areas.
<i>Service Station</i>	1.5 per service bay, if service bays are included on site. 1 per 250 sq. ft. of any retail or office on site.
<i>Boat/Recreational Vehicle Sales and Leasing</i>	1 per 6,000 sq. ft. of lot area. Any accessory auto repair: 1.5 per service bay.
<i>Towing and Impound</i>	1 per 500 sq. ft. of building area plus 1 per 0.5 acre of gross outdoor use area.
Banks and Financial Institutions	1 per 400 sq. ft. of floor area.
Banquet Hall	1 for each 5 permanent seats in main assembly area, or 1 for every 50 sq. ft. of assembly area for group activities or where temporary or moveable seats are provided, whichever is greater.
Business Services	1 per 400 sq. ft. of floor area.

TABLE 15-2409: REQUIRED ON-SITE PARKING SPACES, OTHER DISTRICTS	
<i>Use Classification</i>	<i>Required Parking Spaces</i>
Entertainment and Recreation	<p>Establishments with seating: 1 for each 4 fixed seats, or 1 for every 50 sq. ft. of seating area where temporary or moveable seats are provided, whichever is greater.</p> <p>Athletic Clubs / Fitness Centers: 1 per 200 sq. ft. of main floor area.</p> <p>Bowling Alleys: 1.5 per lane.</p> <p>Cinema/Theaters: 1 for each 6 permanent seats in main assembly area, or 1 for every 60 sq. ft. of assembly area where temporary or moveable seats are provided, whichever is greater.</p> <p>Game Courts (e.g. tennis): 1.5 per court.</p> <p>Golf Courses: 3 per hole (Additional parking may be required for ancillary uses such as Banquet Rooms)</p> <p>Golf Driving Range/Putting Greens: .75 per station/hole.</p> <p>Parks: 1 per 7,500 sq. ft. of active recreational area (pocket parks are exempt from providing parking).</p> <p>Skating Rinks: 1 per 150 sq. ft. of gross floor area.</p> <p>Swimming Pools: 1 per 200 square feet of pool area plus 1 per 500 feet of area related to the pool.</p> <p>Other Entertainment and Recreation uses: 1 per every 3 persons permitted to occupy the floor space of the facility.</p>
Eating and Drinking Establishments	
<i>Convenience</i>	1 per 125 sq. ft. of floor area.
<i>Coffee Shops / Cafes</i>	1 per 150 sq. ft. of floor area; For Outdoor Dining, refer to Section 15-2744, Outdoor Dining and Patio Areas.
<i>Restaurants Take-Out Only</i>	1 per 250 sq. ft. of floor area.
<i>Restaurants, Full Service</i>	1 per 150 sq. ft. of floor area; For Outdoor Dining, refer to Section 15-2744, Outdoor Dining and Patio Areas.
<i>Bars/Nightclubs/Lounges</i>	1 per 100 sq. ft. of floor area.
Food and Beverage Sales	
<i>Farmer's Markets</i>	Refer to Section 15-2730, Farmer's Markets.
<i>General Market</i>	1 per 450 sq. ft. of floor area.
<i>Healthy Food Grocer</i>	1 per 1,000 sq. ft. of floor area.
<i>Liquor Store</i>	1 per 450 sq. ft. of floor area.
Food Preparation	1 per 1,500 sq. ft. of use area plus 1 per 300 sq. ft. of office area.
Funeral Parlors and Internment Services	1 for each 6 permanent seats in assembly areas or 1 for every 60 sq. ft. of assembly area where temporary or moveable seats are provided, whichever is greater, plus 1 per 250 sq. ft. of office area.
Lodging	
<i>Bed and Breakfast</i>	1 per room for rent plus 1 space adjacent to registration office.

TABLE 15-2409: REQUIRED ON-SITE PARKING SPACES, OTHER DISTRICTS	
<i>Use Classification</i>	<i>Required Parking Spaces</i>
<i>Hotels and Motels</i>	1 per each sleeping unit, plus 2 spaces adjacent to registration office. Meeting/banquet rooms or restaurants under 1,500 sq. ft. are not required to provide additional parking when located within a hotel. Additional parking shall be required for ancillary uses, such as Meeting Rooms, Banquet Centers, etc. that exceed 1,500 sq. ft.
Live-Work	1 per unit or 1 for every 1,000 sq. ft. of floor area, whichever is greater.
Maintenance and Repair Services	1 per 600 sq. ft. of floor area, plus one space for each fleet vehicle.
Offices	
<i>Business and Professional</i>	1 per 400 sq. ft. of floor area up to 100,000 sq. ft. 1 per 350 sq. ft. over 100,000 sq. ft.
<i>Medical and Dental</i>	1 per 275 sq. ft. of floor area.
<i>Walk-In Clientele</i>	1 per 300 sq. ft. of floor area.
Personal Services	1 per 400 sq. ft. of floor area.
Retail Sales	
<i>Building Materials and Services</i>	1 per 650 sq. ft. of floor area; plus 1 per 2,000 sq. ft. of outdoor display area.
<i>Nurseries and Garden Centers</i>	1 per 500 sq. ft. of floor area; plus 1 per 2,000 sq. ft. of outdoor display area.
<i>All Other Retail Sales Subclassifications</i>	1 per 450 sq. ft. of floor area. 1 per 750 sq. ft. of floor area for appliance and furniture stores.
<i>Swap Meet / Flea Market</i>	1 per vendor, plus 5 per every 0.5 acre of gross outdoor use area.
Employment Use Classifications	
Construction and Material Yards	1 per 2,500 sq. ft. up to 10,000 sq. ft. plus 1 per 5,000 sq. ft. over 10,000 sq. ft.
Custom Manufacturing	1 per 1,500 sq. ft. plus 1 per 300 sq. ft. of office.
Limited Industrial	1 per 1,500 sq. ft. plus 1 per 300 sq. ft. of office.
General Industrial	1 per 1,500 sq. ft. plus 1 per 300 sq. ft. of office.
Intensive Industrial	1 per 1,500 sq. ft. plus 1 per 300 sq. ft. of office.
Recycling Facility	
<i>CRV Recycling Centers</i>	See Section 15-2750, Recycling Facilities.
<i>Recycling Processing Facility</i>	1 for each 2 employees on the maximum work shift, or 1 per 1,000 sq. ft. of floor area, whichever is greater.
Research and Development	1 per 600 sq. ft. of manufacturing and assembly; 1 per 300 sq. ft. of office; 1 per 1,500 sq. ft. of warehousing; and 1 per 800 sq. ft. of laboratory.
Salvage and Wrecking	1 per 500 sq. ft. of building area plus 1 per 0.5 acre of gross outdoor use area.
Warehousing, Storage, and Distribution	

TABLE 15-2409: REQUIRED ON-SITE PARKING SPACES, OTHER DISTRICTS	
<i>Use Classification</i>	<i>Required Parking Spaces</i>
<i>Chemical and Mineral Storage</i>	1 per 300 sq. ft. of office area.
<i>Warehousing</i>	1 per 2,000 sq. ft. of area up to 10,000 sq. ft.; 1 per 5,000 sq. ft. over 10,000 sq. ft., plus 1 per 300 sq. ft. of office
<i>Personal Storage</i>	1 space per 100 storage units, plus 1 space per 300 sq. ft. of office area. A minimum of 3 spaces shall be provided, plus one enclosed space per caretaker's residence should one be proposed.
<i>Wholesaling and Distribution</i>	1 per 1,500 sq. ft. of use area up to 10,000 sq. ft., 1 per 5,000 sq. ft. over 10,000 sq. ft., plus 1 per 300 sq. ft. of office
Transportation, Communication, and Utilities Use Classifications	
Light Fleet-Based Services	1 per 300 sq. ft. of office floor area, plus one space for each fleet vehicle.
Utilities, Major	1 for each employee on the largest shift plus 1 for each vehicle used in connection with the use. Minimum of 2.
Utilities, Minor	None.
Transportation Facilities / Bus Depots / Bus Terminal	1 per bus bay, plus 1 per 250 sq. ft. of building/waiting area.

15-2410 (Reserved)

15-2411 Calculation of Required Spaces

The number of required parking spaces shall be calculated according to the following rules:

- A. **Fractions.** If the calculation of required parking or loading spaces results in the requirement of a fractional space, such fraction, if the fraction is less than one-half, it shall result in no additional spaces; if one-half or greater, it shall be considered one additional space.
- B. **Floor Area.** Where an on-site parking or loading requirement is stated as a ratio of parking spaces to floor area, the floor area is assumed to be gross floor area, unless otherwise stated.
- C. **Employees.** Where an on-site parking or loading requirement is stated as a ratio of parking spaces to employees, the number of employees shall be based on the largest shift that occurs in a typical week.
- D. **Bedrooms.** Where an on-site parking requirement is stated as a ratio of parking spaces to bedrooms, any rooms having the potential of being a bedroom or meeting the standards of the California Building Code as a sleeping room shall be counted as a bedroom. Offices or other rooms that have the ability of being converted into bedrooms shall be considered bedrooms for parking purposes.
- E. **Students or Clients.** Where a parking or loading requirement is stated as a ratio of parking spaces to students (including children in day care), the number is assumed to be the number of students or clients at the State-certified capacity or at Building Code Occupancy where no State-certification is required.

- F. **Seats.** Where parking requirements are stated as a ratio of parking spaces to seats, each 24 inches of bench-type seating at maximum seating capacity is counted as one seat.
- G. **Sites with Multiple Uses.** If more than one use is located on a site, the number of required on-site parking spaces and loading spaces shall be equal to the sum of the requirements calculated separately for each use unless a reduction is approved pursuant to Section 15-2413, Parking Reductions.
- H. **Queuing Area.** The number of parking spaces required by Tables 15-2408 and 15-2409 does not include queuing space that may be required for vehicles and customers waiting in vehicles for service pump stations, drive-throughs, auto service bays, or similar uses.
- I. **Gas Stations.** Parking spaces providing for fueling stations shall not count towards meeting parking standards per Tables 15-2408 and 15-2409.

15-2412 Parking Exceptions

- A. **Buildings Constructed Prior to February 13, 1954.** The parking area or space requirements imposed by the provisions of this Code shall not apply upon a Change of Occupancy, as defined by the Building Code, or the building code in affect at the time of the permit, for any building or structure which was constructed prior to February 13, 1954.
- B. **30-Year-Old or Older Buildings.** The parking area or space requirements imposed by the provisions of this Code shall not apply upon a Change of Occupancy, as defined by the Building Code, or the building code in affect at the time of the permit, for any building or structure which is older than 30 years old, provided:
 - 1. The parking area or space is not reduced; and
 - 2. The new use does not involve:
 - a. Convenience Stores that are 3,000 square feet or less with off-site alcohol sales;
 - b. Schools (K-12; private or public);
 - c. Drive-through restaurants;
 - d. Banquet Halls and Religious Assembly Facilities with direct access to local street(s); or
 - e. Auto-related uses.
- C. **Building Expansions.** Buildings constructed prior to Subsections A and B above may be expanded. Parking for the expanded area shall be provided per Tables 15-2408 and 15-2409. Buildings constructed prior to this date may not be altered when it would result in additional dwelling units without providing parking for the additional dwellings.
- D. **Small Commercial Uses.** The following commercial uses are not required to provide on-site parking when they contain less than 1,000 square feet of floor area: Retail Sales (except off-site alcohol sales), Personal Services, Eating and Drinking Establishments, Food and Beverage Retail Sales, Offices: Walk-in Clientele, and Banks and Financial Institutions. However, when two or more such establishments are located on a single lot or a shopping center, their floor areas shall be aggregated with all other establishments located on the lot in order to determine required parking.

15-2413 Parking Reductions

The number of on-site parking spaces required by Sections 15-2408 and 15-2409, may be reduced as follows:

- A. **Affordable Housing Developments.** See 15-2205, Affordable Housing Concessions and Incentives.
- B. **Transit Accessibility.** For any land use except residential single-unit, duplex, and triplex development, if any portion of the lot is located within $\frac{1}{4}$ mile of a transit stop with a 15 minute or more frequent service during the hours of 7 a.m. to 9 a.m. and 5 p.m. and 7 p.m., the number of required parking spaces may be reduced by 30 percent of the normally required number of spaces.
- C. **Shared Parking.** Where a shared parking facility serving more than one use will be provided, the total number of required parking spaces may be reduced up to 50 percent at the discretion of the Review Authority, if all of the following findings are made:
 1. The peak hours of uses will not overlap or coincide to the degree that peak demand for parking spaces from all uses will be greater than the total supply of spaces;
 2. The adequacy of proposed shared parking provided will equal or exceed the level that can be expected if parking for each use were provided separately;
 3. A parking demand study prepared by an independent traffic engineering professional approved by the City supports the proposed reduction; and,
 4. When a shared parking facility serves more than one property, a parking agreement shall be prepared consistent with the provisions of Section 15-2414-D, Off-Site Parking Facilities for Non-Residential Uses.
- D. **Other Parking Reductions.** Required parking for any use may be reduced up to 20 percent through Planning Commission approval of a Conditional Use Permit, however the 20 percent reduction may not be made in addition to any reductions for A) Shared Parking, or B) Transit Accessibility.
 1. **Criteria for Approval.** The Planning Commission may only approve a Conditional Use Permit for reduced parking if it finds that:
 - a. The site is fully developed and it would be infeasible or impractical to provide additional parking;
 - b. Special conditions—including, but not limited to, the nature of the proposed operation; proximity to frequent transit service; transportation characteristics of persons residing, working, or visiting the site;
 - c. The use will adequately be served by the proposed on-site parking; and
 - d. Parking demand generated by the project will not exceed the capacity of or have a detrimental impact on the supply of on-street parking in the surrounding area.
 2. **Parking Demand Study.** In order to evaluate a proposed project's compliance with the above criteria, a parking demand study shall be prepared by an independent traffic

engineering professional approved by the City that substantiates the basis for granting a reduced number of spaces and includes any of the following information:

- a. Total square footage of all uses within existing and proposed development and the square footage devoted to each type of use.
- b. A survey of existing accessibility via a defined pedestrian path (i.e., sidewalk) to on-street parking within 350 feet of the project site.
- c. Parking requirements for the net change in square footage and/or change in use, based on the requirements of Sections 15-2408 and 15-2409.
- d. Estimated net change in parking demand between existing and proposed development, using any available existing parking generation studies from the Institute for Transportation Engineers (ITE) or other sources. If appropriate parking demand studies are not available, the City may require the applicant to conduct a parking demand survey of a development similar to the proposed project.
- e. Comparison of proposed parking supply with parking requirements and net change in parking demand.
- f. A shared parking analysis, as appropriate.
- g. A description of possible Transportation Demand Management measures, such as preferential carpool spaces; telecommuting or staggered work shifts; provision of transit passes or other transit incentives for residents, employees, and/or students; incorporation of spaces for car share vehicles, bicycles, or other measures that could result in reduced parking demand.
- h. Other information as required by the City.

15-2414 Location of Required Parking

- A. **Located on Same Parcel.** Required parking shall be located on the same parcel as the uses served, unless otherwise provided by this article.
- B. **Front and Street-Side Setbacks.** No parking spaces shall be located within the front and street side setback areas. In single-family districts it is appropriate to park vehicles on driveways, however this parking shall not count towards meeting the required parking.
- C. **Residential Districts.**
 1. ***Single-Unit Dwellings, Duplexes, Triplexes, and Second Units.*** Required parking for a Single-Unit Dwelling, Duplex, Triplexes, or Second Units shall be located on the same lot as the dwelling(s) served. Parking shall not be located within required setbacks with the exception of the rear yard. Tandem parking may be permitted if authorized by this article.
 2. ***Other Residential Uses.*** Required parking for residential uses other than Single-Unit Dwellings, Duplexes, and Triplexes shall be on the same lot as the dwelling or use they serve or in an off-site facility as provided in Subsection D. Parking shall not be located within a required front or street-facing side yard.

- D. **Off-Site Parking Facilities for Non-Residential Uses.** Parking facilities for uses other than residential uses (not including mixed-use projects), may be provided off-site with approval of a Conditional Use Permit if:
1. The off-street parking is proposed in a district that permits the proposed use that the parking is serving. A parcel may not house parking for a use that is not permitted on the site;
 2. The parking site is located within 400 feet of the use;
 3. The site is along an improved pedestrian route that connects to the principal entrance containing the use(s) for which the parking is required;
 4. On the same side of the street, across an alley, or across a local street; and
 5. There is a written agreement between the landowner(s) and the City in the form of a covenant guaranteeing among the landowner(s) for access to and use of the parking facility and that the spaces will be maintained and reserved for the uses served for as long as such uses are in operation.

15-2415 Parking Availability

- A. **Accessible Parking.** Where parking is provided for the public as clients, guests, or employees, it shall include parking accessible to persons with disabilities in accordance with the standards in Chapter 71, Site Development Requirements for Handicapped Accessibility of Title 24 of the California Code of Regulations.
- B. **Parking to be Unrestricted.**
1. Parking required by this article shall be available to the public without charge. A fee for parking may only be charged for spaces that exceed the minimum requirements of this article.
 2. **Residential Parking.** Where this article requires communal parking areas in residential areas, said parking spaces shall not be restricted to individual units.
- C. **Access to Adjacent Sites.** Applicants are encouraged to provide shared vehicle and pedestrian access between adjacent properties for convenience, safety, and efficient circulation. A joint access covenant shall be required.

15-2416 Parking Area Development Standards

All parking areas except those used exclusively for Stacked Parking, shall be designed and developed consistent with the following standards.

- A. **Automated Parking Garages.** Permitted in any district.
- B. **Electric Vehicle (EV) Parking.**
1. **Residential Districts.** Per the California Building Code.
 2. **Office and Commercial Districts.**

- a. *For Parking Lots with Less than 250 Spaces.* Refer to the California Building Code.
 - b. *For Parking Lots with 250 Spaces or More.* Per the California Building Code or the following, whichever shall provide the greater amount of EV spaces.
 - i. There shall be one vehicle charging station for every 250 spaces.
 - ii. At least one space shall be 15 feet in width.
 - iii. Signage shall clearly state that spaces are to be used for actively charging vehicles only.
- C. **Motorcycle Parking.** Motorcycle parking may substitute for up to five percent of required automobile parking. Each motorcycle space must be at least four feet wide and seven feet deep.
- D. **Tandem Parking.** Tandem parking may be permitted to satisfy the off-street parking requirement in accordance with the following:
- 1. No more than two vehicles shall be placed one behind the other;
 - 2. Both spaces shall be assigned to a single dwelling unit;
 - 3. Both spaces shall be assigned as employee only parking for a non-residential establishment. Tandem parking under this scenario shall be for the same establishment;
 - 4. Tandem parking to meet required parking for a multi-family development shall be located within an enclosed structure or a parking structure and the number of tandem parking spaces shall not exceed 50 percent of the total number of spaces;
 - 5. Tandem parking shall not be used to satisfy the parking requirement for guest parking; and,
 - 6. Tandem parking to meet required parking for non-residential uses may be used for employee parking and the number of tandem parking spaces shall not exceed 25 percent of the total number of spaces.
- E. **Stacked Parking.** Stacked or valet parking is allowed for non-residential uses if an attendant is present to move vehicles. If stacked parking managed by an attendant is used for required parking spaces, the property owner shall enter into an agreement in the form of a covenant with the City ensuring that an attendant will always be present when the lot is in operation. Stacked parking shall not account for more than 50 percent of the required parking.

15-2417 Driveways

Driveways providing site access shall be from an improved street, alley, or other public and/or private right-of-way, and shall be designed, constructed, and properly maintained per the standards below.

A. Number of Driveways.

- 1. Access to Major Streets shall be spaced to provide for reasonable access to properties while maximizing traffic safety and traffic flow. Emphasis should be placed on maximizing on-site reciprocal access and minimizing the number of street access points.

2. Access spacing and control requirements shall be determined by the City Engineer.
- B. **Distance from Street Corners.** As determined by the City Engineer.
- C. **Driveway Widths and Lengths.**
1. ***All Driveways.*** If designated as a Fire Lane, the minimum width shall be 20 feet, unless a greater width is required by the Fire Chief.
 2. ***Residential Driveway Width.*** As determined by the City Engineer and the Fire Chief.
 3. ***Residential Driveway Length.*** Driveways providing direct access from a public street to a garage or carport shall be at least 18 feet in depth.
 4. ***Commercial and Industrial Driveway Width.*** As determined by the City Engineer and the Fire Chief.

15-2418 Parking Access

- A. Whenever possible, new Commercial and Office development shall provide shared vehicle and pedestrian access to adjacent non-residential properties for convenience, safety, and efficient circulation. A joint access agreement in the form of a covenant shall be recorded ensuring that access will be maintained. The following exceptions shall apply:
1. If either site is developed and there is no feasible location to gain access, the Director may waive this condition, however the removal of excess parking may not be considered a barrier to gaining access.
 2. Shared access shall not be required for development in areas with a highly interconnected street grid, short blocks (less than 500 feet on average), and a complete sidewalk network.
- B. **Forward Entry.** Parking lots shall be provided with suitable maneuvering room so that all vehicles therein may enter an abutting street in a forward direction.
- C. **Distance from Driveways on Local Streets.** Parking spaces shall not be located within 20 feet of an access driveway, measured from the property line.
- D. **Distance from Driveways on Major Streets.** Parking spaces and drive aisles shall be configured in such a way as to promote smooth flow of traffic onto the site from adjacent streets. The length of driveways or “throat length” shall be designed to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation. Entrance designs shall be subject to approval by the City Engineer.
- E. **Commercial Developments that Exceed 10 Acres.** Drive entrances to centers that are 10 acres or larger shall generally provide a driveway length of 100 feet prior to the first parking stall.
- F. **Alleys.** For Non-Residential access, parking spaces shall provide a backup area of 27 feet. For Residential Districts, refer to Section 15-2004, Accessory Buildings and Structures.
- G. **Size of Parking Spaces and Maneuvering Aisles.** Parking spaces and maneuvering aisles shall meet the minimum dimensions as may be established by the Public Works Director.

- H. **Parking Spaces Abutting a Wall or Fence.** Each parking space adjoining a wall, fence, column, or other obstruction higher than 0.5 feet shall be increased by two feet on each obstructed side, provided that the increase may be reduced by 0.25 feet for each one foot of unobstructed distance from the edge of a required aisle, measured parallel to the depth of the parking space.
- I. **Minimum Dimensions for Residential Garages and Carports.** Garages and carports serving residential uses shall be constructed to meet the following minimum inside dimensions.
1. A single car garage or carport shall have a minimum inside dimension of 10 feet in width by 20 feet in length.
 2. A two-car garage or carport shall have a minimum inside dimension of 20 feet in width by 20 feet in length.
 3. A garage or carport containing three or more spaces shall have a minimum inside dimension of nine feet in width by 19 feet in length per space.
 4. The vertical clearance for garage or carport parking spaces shall not be less than seven feet six inches.
 5. Stairs may encroach in the parking area of a garage provided that the front end of the average automobile can fit under the stair projection. The bottom of the stairwell (including exterior finish) should be a minimum of five feet above the garage floor.
 6. For the purpose of determining the existing number of garage spaces for an existing dwelling unit the following dimensions shall apply:
 - a. An existing garage with minimum interior dimensions of 8.5 feet in width and 18 feet in length shall qualify as one existing enclosed parking space.
 - b. An existing garage with minimum interior dimensions of 17 feet in width and 18 feet in length shall qualify as two existing enclosed parking spaces.
 - c. If the minimum interior dimensions of an existing garage parking space exceed the minimum dimensions in this subsection, the existing enclosed space dimensions shall be maintained.

15-2419 Parking Lot Surface Standards

- A. **Parking Lot Striping.** All parking stalls shall be clearly outlined with striping, and all aisles, approach lanes, and turning areas shall be clearly marked with directional arrows and lines as necessary to provide for safe traffic movement.
- B. **Wheel Stops.** Concrete bumper guards or wheel stops shall be provided for all unenclosed parking spaces on a site with four or more unenclosed parking spaces. A six-inch-high concrete curb surrounding a landscape area may be used as a wheel stop, provided that the overhang will not damage or interfere with plant growth or its irrigation. A concrete sidewalk may be used as a wheel stop if the overhang will not reduce the minimum required walkway width.
- C. **Surfacing.** All parking areas shall be graded, paved, and improved and all sites shall be properly drained and subject to the approval of the City Engineer. No unpaved area shall be used for parking unless used as Temporary Parking per Section 15-2760.

1. **Cross-Grades.** Cross-grades shall be designed for slower stormwater flow and to direct stormwater toward landscaping, bio-retention areas, or other water collection/treatment areas.
 2. **Landscaping Alternative.** Up to two feet of the front of a parking space as measured from a line parallel to the direction of the bumper of a vehicle using the space may be landscaped with ground cover plants instead of paving.
 3. **Permeable Paving.** Permeable paving may be used in all overflow parking areas and emergency access-only drives if approved by the Public Works Director.
 4. **Turf Grids / Grassy Pavers.** Turf grids / grassy pavers may be installed in areas of low traffic or infrequent use, such as emergency vehicles lanes, if approved by the Fire Department and the Public Works Director.
- D. **Perimeter Curbing.** A six-inch-wide and six-inch-high concrete curb shall be provided along the outer edge of the parking facility pavement, except where said pavement abuts a fence or wall. Curbs separating landscaped areas from parking areas may need to be designed to allow stormwater runoff to pass through.
- E. **Separation from On-Site Buildings.** Parking areas shall be separated from the front and side exterior walls of on-site buildings per Public Works Standards.

15-2420 Parking Area Lighting

Parking areas designed to accommodate four or more vehicles shall be provided with light over the parking surface.

1. Lighting design shall be coordinated with the landscape plan to ensure that vegetation growth will not substantially impair the intended illumination.
2. Parking lot lighting shall, to the maximum extent feasible, be designed and installed so that light and glare is not directed onto residential use areas or adjacent public rights-of-way, consistent with Article 25, Performance Standards.
3. Carport lighting shall be integrated into carport structures, and there shall have no bare light bulbs.

15-2421 Parking Lot Landscaping

- A. **Heat Island Reduction.** A heat island is the increase in ambient temperature that occurs over large paved areas compared to natural landscape. In order to reduce ambient surface temperatures in parking areas, areas not landscaped shall be shaded, of light colored materials with a Solar Reflectance Index (SRI) of at least 29, or a combination of shading and light colored materials as follows:
1. Industrial Districts: At least 30 percent.
 2. All other Districts: At least 50 percent.
 3. **Exception:** This requirement shall not apply to truck loading and parking areas within Employment Districts.

- B. **Landscaping.** Landscaping of parking areas shall be provided and maintained according to the general standards of Article 23, Landscape, as well as the standards of this subsection.
- C. **Perimeter Parking Lot Landscaping.** The following shall apply to Multi-Family, Mixed-Use, Office and Commercial developments.
1. **Layout.** Landscaped areas shall be well-distributed throughout the parking lot area. A minimum of 10 percent of any parking lot area shall be landscaped. For the purpose of calculating required parking lot landscaping, parking lot areas are deemed to include parking and loading spaces as well as aisles, vehicle entry and exit areas, and any adjacent paved areas. Parking lot area does not include enclosed vehicle storage areas. Parking lot landscaping may be provided in any combination of:
 - a. Landscaped planting strips between parking areas and adjacent buildings or internal pedestrian walkways;
 - b. On-site landscaping at the parking lot perimeter.
 2. **Adjacent to Streets.** Parking areas adjoining a public street shall be designed to provide a landscaped planting strip equivalent to the required setback for the subject zoning district.
 - a. Landscaping shall be designed and maintained to screen cars from view from the street to a height of between 24 and 36 inches.
 - b. Screening materials may include a combination of plant materials, earth berms, solid masonry walls, raised planters, or other screening devices that meet the intent of this requirement.
 - c. Trees shall be provided at a rate of at least one for every 20 lineal feet of landscaped area. A lower ratio of tree planting may be approved by the Director when larger species of trees are used.
 - d. Plant materials, signs, or structures within a traffic safety sight area of a driveway shall not exceed 36 inches in height.
 3. **Adjacent to Other Uses.** Refer to the underlying Zone District and Section 15-2305-C, Lot Perimeters, landscape buffer requirements.
 4. **End of Row Islands.** A landscaped island at least six feet in all interior dimensions and containing at least one 15-gallon-size tree shall be provided at each end of each interior row of parking stalls and dispersed throughout the parking lot to achieve 50 percent parking lot shading within 15 years.
 5. **Planters Required.** Trees shall be in planters located throughout the parking area. Planters shall have a minimum interior dimension of five feet and be of sufficient size to accommodate tree growth. All ends of parking lanes shall have landscaped islands.
 6. **Landscaped Buffer.** When four or more parking spaces are provided, a landscaped area at least five feet wide shall be provided between any surface parking area and any property line for the length of the parking area, unless a different dimension is specified in the base district standards applicable to a site or in Section 15-2305-C, Lot Perimeters, landscape buffer requirements.

7. **Large Projects (100 Stalls or More).** Large projects shall provide a concentration of landscape elements at main entrances, including specimen trees (e.g., 24 inch, 36 inch and 48 inch box), flowering plants, enhanced paving, and project identification.

15-2422 Parking Lot Trees

Trees required for parking lots are in addition to trees required elsewhere on the site as prescribed in other sections of this Code.

A. Residential Districts.

1. **Multi-Family Residential.** Provide one tree for each parking space.

B. Mixed-Use and Non-Residential Districts.

1. **Shading Required.** Provide one tree for each two parking spaces, unless it can be demonstrated to the satisfaction of the Review Authority that less trees can be provided and 50 percent parking lot shading would still be met.
2. Shade may be provided by canopies, shade structures, trees, or other equivalent mechanism. If shade is provided by trees, the amount of required shading is to be reached within 15 years.
3. **Distribution.** Trees shall be distributed relatively evenly throughout the parking area.
4. **Species.** Required trees for parking lots shall be selected from a list maintained by the City.
5. **Size.** All trees shall be a minimum 15-gallon size with a one-inch diameter as measured 48 inches above natural grade.

C. Protection of Vegetation.

1. **Clearance from Vehicles.** All required landscaped areas shall be designed so that plant materials, at maturity, are protected from vehicle damage by providing a minimum two-foot clearance of low-growing plants where a vehicle overhang is permitted, or by wheel stops set a minimum of two feet from the back of the curb.
2. **Planters.** All required parking lot landscaping shall be within planters bounded by a concrete curb at least six inches wide and six inches high. Curbs separating landscaped areas from parking areas shall be designed to allow storm-water runoff to pass through.

15-2423 Circulation and Safety

- A. **Visibility and Clearance.** Landscaping in planters at the end of parking aisles shall be maintained as to not impair the sight line of drivers and pedestrian cross-traffic. Mature trees shall have a foliage clearance maintained at eight feet from the surface of the parking area. Other plant materials located in the interior of a parking lot shall not exceed 30 inches in height. See also Section 15-2018, Intersection Visibility.
- B. Parking lots shall be designed so that sanitation, emergency, and other public service vehicles can provide service without backing unreasonable distances or making other dangerous or hazardous turning movements, as determined by the Review Authority.

- C. Separate vehicular and pedestrian circulation systems shall be provided where possible and where the following occurs:
1. Multi-unit residential developments of five or more units must provide pedestrian access that is separate and distinct from driveways.
 2. Parking areas for commercial and mixed-use developments that provide 25 or more parking spaces must have distinct and dedicated pedestrian access from the commercial use to parking areas and public sidewalks, according to the following standards:
 - a. *Connection to Public Sidewalk.* An on-site walkway shall connect the main building entry to a public sidewalk on each street frontage. Such walkway shall be the shortest practical distance between the main building entry and sidewalk, generally no more than 125 percent of the straight-line distance.
 - b. *Materials and Width.* Walkways shall provide at least five feet of unobstructed width and be hard-surfaced.
 - c. *Identification.* Pedestrian walkways shall be clearly differentiated from driveways, parking aisles, and parking and loading spaces through the use of elevation changes, a different paving material, or similar method.
 - d. *Separation.* Where a pedestrian walkway is parallel and adjacent to an auto travel lane, it must be raised or be of a different material, and separated from the auto travel lane by a raised curb at least four inches high, bollards, or other physical barrier.

15-2424 Solar Panels on Carports

For parking lots that provide solar panels on carports, the number of required trees may be reduced for those stalls that provide solar panels. If a carport does not provide solar panels, trees shall still be required.

15-2425 Parking Garages

- A. **Step-Back Provisions.** A parking garage that does not incorporate ground-floor non-residential or residential use or is not otherwise screened or concealed at street frontages on the ground level, must provide a landscaped area at least 15 feet wide between the parking garage and public street and shall set back an additional two feet for every story above two. If there is another building between the parking garage and the public street, this subsection shall not apply.
- B. **Rooftop Planting.** Uncovered parking on the top level of a parking structure shall have rooftop planters with a minimum dimension of 24 inches around the perimeter of the top floor which is visible from a public street. Shrubs shall be visible.

15-2426 Alternative Parking Area Designs

Where an applicant can demonstrate to the satisfaction of the Director that variations in the dimensions otherwise required by this section are warranted in order to achieve to environmental design and green

building objectives, including, but not limited to, achieving certification under the LEED™ Green Building Rating System, an alternative parking area design may be approved.

15-2427 Parking In-Lieu Fee

If a parking assessment district is established, a fee may be paid to the City in-lieu of providing required parking within the district. The assessment district would determine fees, timing, fund appropriations, etc.

15-2428 Shopping Cart Collection Areas

When there are businesses that utilize shopping carts, including grocery and home improvement stores, shopping cart storage areas shall be provided throughout the parking lots. Stores that do not allow shopping carts to be taken out of the store are excepted. Shopping cart collection areas shall comply with the following:

- A. Collection areas shall consist of a corral surrounded by a six inch concrete curb to prevent carts from straying into pedestrian and automobile paths;
- B. Highly visible signage shall be provided to mark a collection area's location; and
- C. Collection areas shall be distributed throughout the parking lot.
- D. Additional outdoor collection areas shall be provided proximate to the store and shall be screened with a four foot wall.

15-2429 Bicycle Parking

- A. **Short-Term Bicycle Parking.** Short-term bicycle parking shall be provided in order to serve shoppers, customers, messengers, guests, and other visitors to a site who generally stay for two hours or less.
 1. ***Requirement Thresholds.*** Short-term parking shall be provided when any of the following occur:
 - a. New development;
 - b. The demolition and reconstruction of a site;
 - c. A new building on a developed site when the new building is more than 300 square feet. The 300 square feet shall be cumulative from the date of adoption of this Code;
 - d. Building additions to existing buildings that expand the existing habitable floor area by at least 20 percent, or 2,500 square feet, whichever is less, not including Single Unit Dwellings or Duplexes. The addition and/or expansion shall be cumulative from the date of adoption of this Code;
 - e. There is an addition of 10 vehicle parking stalls or more;
 - f. A Discretionary Permit is required;
 - g. There is a Change in Occupancy as defined by the Building Code; or,

- h. If required per California Green Building Standards Code, as may be amended.
- 2. ***Number of Spaces Required.*** Refer to Table 15-2429-D.
- 3. ***Location.***
 - a. Short-term bicycle parking shall be located outside of the public right-of-way and walkways and as close to the primary entrance as vehicle parking, excepting Accessible Parking stalls, or within 35 feet of a main entrance to the building it serves, whichever is closer.
 - b. *Existing Shopping Centers/Multiple Tenants.* In centers with multiple tenants, where bicycle parking becomes required because of a discretionary permit request or a Change in Occupancy, the number of stalls shall be determined by the need of the subject tenant space. Parking shall be conspicuously located and shall be visible from the tenant space.
 - c. *New Shopping Centers/Multiple Tenants.* In centers with multiple tenants, bicycle parking shall be distributed throughout the center. Parking shall be conspicuously located and shall be visible from tenant spaces. While bicycle parking cannot always be within 35 feet of all tenants, it shall be located as to minimize the distance to tenant spaces to the greatest extent feasible. Satellite pads shall provide separate bicycle parking if necessary.
 - d. *Mixed-Use Districts or Buildings Built Proximate to the Front Property Line.* Bicycle parking may be located within the public right-of-way with approval from the Public Works Department, provided an unobstructed sidewalk width clearance of six feet is maintained for pedestrians.
- 4. ***Vehicle Parking Reduction.*** In an existing development a bicycle parking corral may replace existing vehicle parking stalls. Should a bicycle corral cause a reduction in the number of vehicle parking spaces to less than what is prescribed in this Code, an exemption (i.e., Variance or Deviation) for the reduced vehicle parking shall not be required. This reduction shall not exceed three vehicle parking stalls for centers less than 10 acres in area, and six for centers greater than 10 acres.
- 5. ***Anchoring and Security.***
 - a. For each parking space required, a stationary, securely anchored rack shall be provided. Racks shall be either an inverted “U”, a bike hitch, a swerve rack, or per the City’s qualified product list, maintained by DARM. Racks may serve multiple bicycle parking spaces.
- 6. ***Size and Accessibility.***
 - a. Each bicycle parking space shall be a minimum of 30 inches in width and eight feet in length and shall be accessible without moving another bicycle.
 - b. At least 30 inches of clearance shall be provided between bicycle parking spaces and adjacent walls, poles, landscaping, street furniture, drive aisles, and pedestrian ways and at least five feet from vehicle parking spaces to allow for the maneuvering of bikes.
 - c. Overhead clearance shall be a minimum of seven feet.

- d. *Multiple Rows.* A minimum five foot aisle between each row of bicycle parking shall be provided for bicycle maneuvering beside or between each row, when multiple rows are proposed.
- B. **Long-Term Bicycle Parking.** Long-term bicycle parking shall be provided in order to serve employees, students, residents, commuters, and others who generally stay at a site for longer than two hours.
1. **Requirement Thresholds.** Long-Term Bicycle Parking shall be provided when required by the California Green Building Standards Code, as may be amended.
 2. **Number of Spaces Required.** Refer to Table 15-2429-D.
 3. **Location.**
 - a. Long-term bicycle parking must be located on the same lot as the use it serves, unless an alternative agreement is approved to the satisfaction of the Director. The signed statement shall be in the form of a covenant prepared by the City, and shall be recorded with the County Recorder.
 - b. In parking garages, long-term bicycle parking shall be proximate to the entrance of the garage.
 4. **Covered Stalls.** Covered stalls shall be:
 - a. Inside buildings, in a bike room or clearly designated area;
 - b. Under roof overhangs or awnings;
 - c. In bicycle lockers; or
 - d. Within or under other structures.
 5. **Anchoring and Security.** Long-term bicycle parking must be in:
 - a. A permanently anchored rack or stand inside a building. Racks shall be either an inverted “U”, a bike hitch, a swerve rack, or per the City’s qualified product list. Racks may serve multiple bicycle parking spaces;
 - b. An enclosed permanently anchored bicycle locker; or
 - c. A fenced, covered, locked, or guarded bicycle storage area or room.
 6. **Size and Accessibility.**
 - a. Each bicycle parking space shall be a minimum of 30 inches in width and six feet in length and shall be accessible without moving another bicycle.
 - b. At least 30 inches of clearance shall be provided between bicycle parking spaces and adjacent walls, poles, landscaping, street furniture, drive aisles, and pedestrian ways and at least five feet from vehicle parking spaces.
 7. **Vehicle Parking Reduction.** Should an applicant seek to install bicycle lockers for an existing development, they may reduce vehicle parking to less than the prescribed number in this Code in order to accommodate them. In such an instance, an exemption (i.e., Variance or Deviation) for the reduced vehicle parking shall not be required.

C. **Showers and Changing Rooms.** In the O District, showers and changing room(s) for employees that engage in active modes of transportation are required per the following standards.

1. **Requirement Thresholds.** New office development greater than 20,000 square feet. The 20,000 square foot minimum applies to single buildings.
2. **Number of Showers Required.** Refer to Table 15-2429-C-2.

TABLE 15-2429-C-2: EMPLOYEE SHOWERS REQUIRED FOR NEW CONSTRUCTION	
<i>Land Use Classification</i>	<i>Showers and Changing Rooms Required</i>
Office	Less than 20,000 sq. ft.: None More than 20,000 sq. ft.: 1

D. **Number of Spaces Required.**

The following table identifies the number of short-term and long-term bicycle parking stalls required per use.

TABLE 15-2429-D: REQUIRED ON-SITE BICYCLE PARKING SPACES		
<i>Land Use Classification</i>	<i>Short-Term Spaces</i>	<i>Long-Term Spaces</i>
Residential Use Classifications		
Multi-Family (more than 15 units)	None	1 per 15 units. Not required if units provide individual garages
Dormitory/student housing	None	1 per 4 residents. Not required if units provide individual garages
Public and Semi-Public Use Classifications		
Schools (e.g., public, private, charter)	Per the California Green Building Standards	Per the California Green Building Standards Code
Colleges and Trade Schools, Public or Private (excluding dormitories, see above)	1 per 10,000 sq. ft. of building area	1 per 20,000 square feet of building area
Community and Religious Assembly & Cultural Institutions	2 per 3,000 sq. ft. of assembly area Or Per the California Green Building Standards Code, whichever is greater	Per the California Green Building Standards Code
Stadiums	Per the California Green Building Standards Code	Per the California Green Building Standards
Parks and Open Space (excluding pocket parks)	Per project review	None

TABLE 15-2429-D: REQUIRED ON-SITE BICYCLE PARKING SPACES		
<i>Land Use Classification</i>	<i>Short-Term Spaces</i>	<i>Long-Term Spaces</i>
Commercial Use Classifications		
Retail Sales and Service	2, or 1 per 10,000 sq. ft. of net building area whichever is greater Or Per the California Green Building Standards, whichever is greater	Per the California Green Building Standards Code
Office	2, or 1 per 25,000 sq. ft. of net building area whichever is greater Or Per the California Green Building Standards Code, whichever is greater	Per the California Green Building Standards
Hotels/Motels	Per the California Green Building Standards Code	Per the California Green Building Standards Code
Parking Structures	None	1 space per 75 vehicle spaces
Employment Use Classifications		
Manufacturing and Production	Per the California Green Building Standards Code	Per the California Green Building Standards Code
Warehousing and Storage	Per the California Green Building Standards Code	Per the California Green Building Standards Code
Personal Storage	None	None

15-2430 On-Site Loading

- A. **Applicability.** Loading spaces are required when a building is to be occupied by a manufacturing establishment, storage facility, warehouse facility, retail store, eating and drinking, wholesale store, market, hotel, hospital, mortuary, laundry, dry-cleaning establishment, or other use similarly requiring the receipt or distribution by vehicles or trucks of material or merchandise per Table 15-2430-A when any of the following are met:
1. Every new building;
 2. When a building is enlarged by 20 percent or more or 2,500 square feet, whichever is less. This standard shall be cumulative from the date of adoption of this Code;
 3. There is a Change of Occupancy as defined by the Building Code;
 4. **Exemption.** This section does not apply to Downtown Districts.

TABLE 15-2430-A: REQUIRED LOADING SPACES	
<i>Square Footage</i>	<i>Required Loading Spaces</i>
0 – 6,999	0
7,000 – 40,000	1
40,001 – 90,000	2
90,001 – 150,000	3
150,001 – 230,000	4
230,001 +	1 per each additional 100,000 square feet or portion thereof.

- B. **Multi-Tenant Buildings.** The square footage of the entire building shall be used in determining spaces for multi-tenant buildings. A common loading area may be required, if each tenant space is not provided a loading area. Drive-in, roll-up doors for multi-tenant industrial projects may be substituted for required loading areas.
- C. **Reduction in Number of Loading Spaces Required.** The loading space requirement may be waived if the Director finds that the applicant has satisfactorily demonstrated that due to the nature of the proposed use, such loading space will not be needed.
- D. **Additional Loading Spaces Required.** The required number of loading spaces may be increased to ensure that trucks will not be loaded, unloaded, or stored on public streets. Such requirement shall be based on the anticipated frequency of truck pickups and deliveries and of the truck storage requirements of the use for which the on-site loading spaces are required.
- E. **Location.**
 - 1. All required loading berths shall be located on the same site as the use served.
 - 2. No loading berth for vehicles over two-ton capacity shall be closer than 50 feet to any property in a Residential District unless completely enclosed by building walls, or a uniformly solid fence or wall, or any combination thereof, not less than 10 feet in height.
 - 3. No permitted or required loading berth shall be located within 25 feet of the nearest point of any street intersection.
- F. **Access.** When the lot upon which the loading spaces are located abuts any alley, such loading space shall adjoin or have access from said alley.
- G. **Dimensions.** Loading spaces shall be not less than 12 feet in width, 40 feet in length, with a 14 foot vertical clearance.
- H. **Lighting.** Loading areas shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be energy efficient and in scale with the height and use of adjacent uses in compliance with Section 15-2508, Lighting and Glare.
- I. **Driveways for Ingress and Egress and Maneuvering Areas.** Each on-site loading space required by this section shall be provided with driveways for ingress and egress and maneuvering space of the same type and meeting the same criteria required for on-site parking spaces. Truck-maneuvering areas shall not encroach into required parking areas, travelways, or street rights-of-way. This requirement may be modified if the Director finds that sufficient

space is provided so that truck-maneuvering areas will not interfere with traffic and pedestrian circulation.

- J. **Loading Bays.** The following apply to commercial and office districts, or any non-residential district that abuts a residential district.
1. Loading bays and roll-up doors shall be painted to blend with the exterior structure walls and generally located on the rear of the structure.
 2. Areas for loading and unloading shall be designed to avoid potential adverse noise, visual, air quality, and illumination impacts on neighboring residences. These areas shall be concealed from view of the public and adjoining land uses. Concealment and screening may be accomplished by use of any of the following, subject to the review and approval:
 - a. Design the structures to enclose the loading and unloading service areas thereby providing for their concealment; or
 - b. A perimeter eight foot high solid grout walls for depressed loading areas, 12 feet for at-grade loading areas, to be architecturally coordinated with the main structures and on-site landscaping. Additional heights may be required to mitigate noise.
 3. Loading bays shall have signage requiring drivers to limit idling to five minutes or less.
 4. When it is not possible or desirable to locate the loading/unloading facilities at the rear of the structures, the loading docks and loading doors shall be located on the side of the structures and shall be screened from the public street rights-of-way by a suitable combination of walls and landscaped berms.