

## CHAPTER 5

### ARTICLE E. OFF STREET PARKING AND LOADING

#### **9-5E-1: PURPOSE:**

#### **9-5E-2: APPLICABILITY AND PERMIT REQUIREMENTS:**

#### **9-5E-3: GENERAL PARKING REGULATIONS:**

#### **9-5E-4: REQUIRED OFF STREET PARKING:**

#### **9-5E-5: DESIGN AND DEVELOPMENT STANDARDS FOR OFF STREET PARKING AREAS:**

#### **9-5E-6: OFF STREET LOADING REQUIREMENTS:**

#### **9-5E-7: BICYCLE PARKING REQUIREMENTS:**

#### **9-5E-1: PURPOSE:**

This article establishes standards for the development (including amount and location) of motor vehicle parking, bicycle parking, and on site loading areas. The purpose of the standards is to provide for safe vehicular parking, vehicular circulation, and loading supportive of a variety of uses in an increasingly pedestrian and bicycle friendly and transit oriented community. (Ord. 2012-01, 4-17-2012)

#### **9-5E-2: APPLICABILITY AND PERMIT REQUIREMENTS:**

- A. Applicability: The provisions of this article shall apply to new development and reuse of existing development. Every use shall have appropriately maintained off street parking and loading areas in compliance with the standards and requirements of this article. A new use or structure shall not be occupied until the requirements of this article are satisfied.
- B. Permit Requirements: New parking lots and modifications or expansions to existing parking lots require the following permits:
1. Building Permit: New parking lot design and modifications to existing parking lots in conjunction with a substantial change in use to an existing structure shall be reviewed in conjunction with the building permit and any other land use or development permit required for the project.
  2. Zoning Clearance: Modification or improvement to an existing parking lot that impacts the parking space layout, configuration, number of stalls, landscape planters, etc., shall require zoning clearance to authorize the change as consistent with this zoning code, concurrent with any required improvement plan approvals.
- C. Exempt Activities: The parking lot improvements listed below are considered minor in nature, meaning that they do not alter the number or configuration of parking stalls. Such improvements shall be exempt from permit requirements and the requirements of this title.
1. Repairing any defects in the surface of the parking area, including holes and cracks;
  2. Resurfacing, slurry coating, and restriping of a parking area with identical delineation of parking spaces;
  3. Repairing or replacing in the same location damaged planters and curbs; and

**Comment [s1]:** Suggest being a little more generous for existing uses that do not meet the current parking standards. The code could state that existing uses shall not be considered non-conforming if the only nonconformance is lack of required parking. It could also state that when an existing use that does not meet parking standards is expanded, the additional required parking shall only be required for the expansion area.

**Comment [s2]:** Revise to be consistent with new method of handling zone clearances.

4. Working in landscape areas, including sprinkler line repair, replacement of landscape materials, or refurbishment. (Ord. 2012-01, 4-17-2012)

**Comment [s3]:** Revise wording. While these situations may not require zone clearance they may still require a building permit.

### 9-5E-3: GENERAL PARKING REGULATIONS:

#### A. Calculations:

1. If the calculation for parking needs results in the requirement for a fraction of a parking space, the value shall be rounded to the nearest whole number.
2. Seating capacity shall be based upon the actual number of seats or one seat per eighteen inches (18") of bench or pew length and one seat per twenty four inches (24") of booth length for dining.

#### B. General Requirements:

1. All vehicular parking areas shall be maintained by the owner of the property, such as being kept free of damage to asphalt or concrete surface, damage to landscape areas or curbing, garbage and debris.
2. Required off street parking spaces and parking areas shall be used only for parking operable vehicles of residents, employers, employees, customers, and visitors as appropriate to the allowed uses of the applicable zone.
3. Required off street parking space shall not be used for the storage of vehicles or materials, or for the parking of trucks used in conducting business or sale of vehicles other than authorized dealerships. Parking spaces not needed to meet the minimum requirement may be used for alternative uses subject to the provisions of this title (e.g., temporary use permit, permanent or semipermanent display of merchandise).
4. No sales, storage, repair work, dismantling, or servicing of any kind shall be permitted in parking spaces without necessary permits for such use.
5. All required off street parking shall be kept clear of temporary or permanent obstructions.
6. Existing parking shall not be reduced below the minimum requirements of this section.
7. Living, sleeping, or housekeeping in any vehicle, trailer, or vessel is prohibited, with the following exceptions:
  - a. In residential districts, occupancy shall be permitted by right for a maximum of seventy two (72) hours. A longer period may be permitted upon approval from the police department.
  - b. In commercial districts, a maximum of seventy two (72) hours is permitted, provided on site security is provided.
8. For residential tenant and guest parking, the spaces must be marked per the required minimum standards for tenant and guest parking.

**Comment [s4]:** Change to "and"

**Comment [s5]:** Remove

**Comment [s6]:** Add "and aconditional". This will make this section consistent with any temporary parking lot sales or other conditional uses that may be allowed to occur.

**Comment [s7]:** Remove. Parking of business trucks should be incorporated into the minimum parking space standards.

#### C. Location Requirements For Parking Areas:

1. Parking may not occur within any required "clear visibility area" as defined by this title.
2. Parking spaces shall not preclude direct and free access to stairways, walkways, elevators, any pedestrian accessway, or fire safety equipment. Such access shall be a clear minimum width of forty four inches (44"), no part of which shall be within a parking space.
3. For single-family homes, duplexes, triplexes, and similar uses, parking shall be provided on the same lot as the home and shall not be located within the required setbacks, except for approved driveways and carports as allowed by section 9-5A-8, "Residential Accessory Structures", of this chapter. The required parking shall not be located within the required yard area.
4. For multi-family residential, parking shall be provided within two hundred feet (200') of the unit(s) they intend to serve.
5. For nonresidential uses, parking shall be located outside of required landscape areas as required by section 9-5D1-2, "Landscape Standards", of this chapter. Parking shall be located on the same parcel as the uses served, except that parking may be located on a parcel adjacent to, or within five hundred feet (500') of, the use served. In such cases, a permanent covenant shall be recorded on the subject properties with the Kings County recorder, guaranteeing that the required parking would be maintained exclusively for the use or activity served. The agreement shall be approved by the planning director in a form approved by the city attorney, and a copy shall be filed with the planning department.
6. Parking within the downtown and mixed use districts shall be located as required in chapters 6, "Downtown Development Standards" and 7, "Mixed Use Development Standards", of this title. (Ord. 2012-01, 4-17-2012)

**Comment [s8]:** Add "yard area setbacks"

**Comment [s9]:** Remove

**Comment [s10]:** Recorder

#### 9-5E-4: REQUIRED OFF STREET PARKING:

- A. Minimum Requirements: Minimum vehicle and parking space requirements are listed in table 9-5E-4-A1, "Required Minimum Parking Ratios", of this section. Where there is more than one parking ratio listed in the table, the greater of the two applies. Where the parking ratio is listed based upon square feet, it shall mean the gross square feet of the building (including public and private areas).
- B. Not Considered Parking: For the purpose of calculating parking ratios, the following types of parking are considered outdoor storage and are not considered parking:
  1. Fleet vehicle and equipment parking; and
  2. Parking for vehicles that are for sale, lease, or rent.
- C. Provision Of Excessive Parking: Parking areas that exceed minimum vehicle parking requirements by more than one hundred twenty five percent (125%) shall demonstrate how the property can be developed in the future to utilize the additional parking areas for structures, landscaping, plazas, or other active use.

**Comment [s11]:** Remove

**Comment [s12]:** Move to Calculations section.

**Comment [s13]:** Modify wording. It appears this is intended to only apply to review of new development, but it is currently worded to apply to existing parking lots as well.

**Comment [s14]:** It appears that this was intended to be 25%, not 125%. Change

D. Similar Use: For a use not listed in table 9-5E-4-A1, "Required Minimum Parking Ratios", of this section, the required vehicle and bicycle parking shall be the same as for the most similar use listed, as determined by the planning director.

E. Parking Requirements In Downtown Mixed Use Districts: In the downtown mixed use zoning districts (DMX-1, DMX-2, and DMX-3), parking shall be provided as established in chapter 6, "Downtown Development Standards", of this title, rather than as provided in table 9-5E-4-A1 of this section. Parking lot design and construction shall be as provided in this article.

**TABLE 9-5E-4-A1  
REQUIRED MINIMUM PARKING RATIOS**

**Comment [s15]:** Strongly suggest that this table be simplified.

Land Use	Vehicle Parking
Residential uses:	
Caretaker housing	1 per bedroom
Child daycare facility - family daycare home, large	1 additional
Child daycare facility - family daycare home, small	0 additional
Dwelling, multi-family:	
Studio and 1 bedroom	1.5 per unit
2 and more bedrooms	2 per unit
Plus guest parking	0.5 per unit
Dwelling, second unit	None beyond primary dwelling
Dwelling, single-family	2 per unit
Dwelling, two-family	2 per unit
Group residential	None beyond single-family

Home occupation	No additional beyond dwelling
Live-work facility	2 per unit (plus 0.5 for guests)
Mobilehome park	2 per unit
Recreational vehicle parks	2 per unit
Residential care facility	1 per 4 beds
Residential care home	1 per 4 beds
Single room occupancy (SRO) facility	0.5 per unit
Supportive housing	1 per 4 beds
Transitional housing	1 per 4 beds
Agricultural and animal related uses:	
Animal sales and grooming	3.5 per 1,000 square feet
Equestrian facility, commercial	1 per 4 stables
Equestrian facility, hobby	0
Kennel	3.5 per 1,000 square feet
Veterinary facility	3.5 per 1,000 square feet
Recreation, resource preservation, open space, education, and public assembly uses:	
Assembly uses	1 per 3 seats (highest occupancy) <sup>1</sup>

Cemetery/mausoleum	1 per 3 seats (highest occupancy) <sup>1</sup>
Community garden	5 per acre (on street parking credit)
Indoor amusement/entertainment facility	4 per 1,000 square feet
Indoor fitness and sports facility	3.5 per 1,000 square feet
Library/museum	3.5 per 1,000 square feet
Outdoor commercial recreation	4 per acre (based on active recreation area only)
Park/public plaza (5 acres or less)	No minimum <sup>2</sup>
Park/public plaza (greater than 5 acres)	4 per acre (based on active recreation area only, on street parking credit) <sup>2</sup>
School, academic - private and charter	1 per employee or 1 per 3 seats in largest assembly space (at highest occupancy) <sup>1</sup>
School, academic - public	1 per employee plus 1 per 3 seats in largest assembly space (at highest occupancy) <sup>1</sup>
School, colleges and universities - private	Parking study required
School, colleges and universities - public	Parking study required
School, equipment/machinery/ vehicle training	1 per 200 square feet (classroom or other teaching areas)
School, specialized education and training/studio	1 per 200 square feet (classroom or other teaching areas)

Theater/auditorium	1 per 3 seats <sup>1</sup>
Utility, transportation, public facility, and communication uses:	
Airport	Parking study required
Ambulance service	3.5 per 1,000 square feet
Broadcasting and recording studio	3.5 per 1,000 square feet
Fuel storage and distribution	3.5 per 1,000 square feet
Heliport	1 per landing pad
Public safety facility	3.5 per 1,000 (occupied areas only)
Telecommunication facility	0.5 per 1 employee (minimum 1 space)
Transit station/terminal	Parking study required
Utility facility and infrastructure	0.5 per 1 employee
Retail, service, and office uses:	
Adult day healthcare facility	None beyond multi-family dwelling requirement
Alcoholic beverage sales	4 per 1,000 square feet
Art, antique, collectible	4 per 1,000 square feet
Artisan shop	4 per 1,000 square feet
Banks and financial services	3.5 per 1,000 square feet

Bar/nightclub	5 per 1,000 square feet
Bed and breakfast inn	1 per room
Building materials store/yard	1 per 1,000 square feet
Business support services	3.5 per 1,000 square feet
Call center	6 per 1,000 square feet
Card room	4 per 1,000 square feet
Check cashing business	4.5 per 1,000 square feet
Child daycare facility - child daycare center	3.5 per 1,000 square feet
Consignment store	4 per 1,000 square feet
Convenience store	4 per 1,000 square feet
Crematory	4 per 1,000 square feet (occupied space only)
Drive-in and drive-through sales and service	1 addition per lane <sup>3</sup>
Equipment sales and rental	4 per 1,000 square feet
Garden center/plant nursery	1.5 per 1,000 square feet
Grocery store/supermarket	4 per 1,000 square feet
Hotel and motel	1 per room
Maintenance and repair of small equipment	3.5 per 1,000 square feet

Massage therapy	4 per 1,000 square feet
Medical services, extended care	1 per 3 beds
Medical services, general	4 per 1,000 square feet
Medical services, hospital	2 per bed plus 2 per 1,000 square feet (support areas)
Mortuary/funeral home	1 per 3 seats in assembly area
Neighborhood market	3 per 1,000 square feet
Office, accessory	3 per 1,000 square feet
Office, business and professional	3 per 1,000 square feet
Pawnshop	4 per 1,000 square feet
Personal services	4 per 1,000 square feet
Restaurant	5 per 1,000 square feet
Retail, accessory	4 per 1,000 square feet
Retail, general	4 per 1,000 square feet
Retail, warehouse club	3.5 per 1,000 square feet
Semipermanent mobile food vehicle	8 per vehicle
Sexually oriented business	See similar use (e.g., bar, retail)
Smoke shop	4 per 1,000 square feet

Tattoo parlor	4 per 1,000 square feet
Thrift store	4 per 1,000 square feet
Automobile and vehicle uses:	
Auto and vehicle rental	3.5 per 1,000 square feet
Auto and vehicle sales	3.5 per 1,000 square feet (sales/office area)
Auto and vehicle sales, wholesale	3.5 per 1,000 square feet
Auto and vehicle storage	3.5 per 1,000 square feet
Auto parts sales	4 per 1,000 square feet
Auto vehicle dismantling	1.5 per 1,000 square feet
Car washing and detailing	4 space minimum plus 2 per bay
Fueling station	1 per 2 employees
Vehicle services - major	1 per 2,000 square feet
Vehicle services - minor	1 per 2,000 square feet
Industrial, manufacturing, and processing uses:	
Agricultural products processing	2 per 1,000 square feet
Freight yard/truck terminal	3.5 per 1,000 square feet (occupied space only)
Manufacturing, major	2 per 1,000 square feet

Manufacturing, minor	2 per 1,000 square feet
Manufacturing, small scale	2.5 per 1,000 square feet
Printing and publishing	2 per 1,000 square feet
Recycling facility - collection	1 per 2 employees
Recycling facility - processing	1 per 2 employees
Recycling facility - scrap and dismantling	1 per 2 employees
Research and development	3.5 per 1,000 square feet
Storage, personal storage facility	2 per 1,000 square feet plus office space at 3.5 per 1,000 square feet
Storage, warehouse	1 per 1,000 square feet plus office space at 3.5 per 1,000 square feet
Storage, yard	3.5 per 1,000 square feet occupied space only
Wholesaling and distribution	1 per 1,000 square feet

Notes:

1. If seating is not identified or if seating is not fixed, parking shall be based on a ratio of 3 spaces per 1,000 square feet. In the case of assembly uses or instructional uses, this shall be the square footage of the largest assembly or instruction area. In the case of restaurants, schools, and similar uses, it shall be based upon gross square footage.
2. On street parking spaces adjacent to park property may be credited toward parking requirements.
3. Parking based on primary use (e.g., restaurant, bank) plus additional parking based on a ratio of additional employees per drive-through lane.

F. Reductions And Exceptions To Minimum Parking Requirements: The following are exceptions or reductions to the minimum parking requirements established in table 9-5E-4-A1, "Required Minimum Parking Ratios", of this section that are available:

1. Parking District Waiver: Minimum off street parking requirements may be waived for properties that have access to public parking facilities. The waiver may be granted by the planning director.
2. Parking Reduction: Parking may be reduced by the designated approval authority according to the following provisions. A combination of the following programs may be utilized; however, the total parking reduction shall not exceed twenty percent (20%) of required parking.
  - a. Reduction For Special Motor Vehicles: Up to twenty percent (20%) of the off street parking may be provided by smaller parking spaces for special or alternative motor vehicles (e.g., golf carts, motorcycles, motorized scooters).
  - b. Reduction For Secure Bicycle Parking: Developments which provide additional secure bicycle parking facilities over and above the minimum requirement of this article may reduce their parking requirement by one vehicle space for every two (2) additional bicycle spaces provided.
  - c. Reduction For Parking Near Major Transit Stops (E.G., Train Stations, Significant Bus Facilities): Parking requirements may be reduced by ten percent (10%) when within one-fourth ( $\frac{1}{4}$ ) mile of a major transit stop.
  - d. Reduction For Existing Uses To Enable Property Enhancements: Parking requirements for existing nonresidential development may be reduced by up to ten percent (10%) if any of the following are completed:
    - (1) Landscaping;
    - (2) On site pedestrian plazas, seating areas, shelters, bicycle racks, and/or walkways; and/or
    - (3) Comprehensive architectural update to existing structures.
  - e. Shower/Locker Facilities: Developments with one hundred (100) or more employees may reduce their parking requirement by providing shower and clothing locker facilities for bicycle commuting employees. The maximum reduction allowed is five percent (5%) of required parking.
  - f. Preferred Carpool/Vanpool Parking Spaces: Office or industrial developments that guarantee preferred parking spaces (e.g., covered, shaded, or near building entrance) to employees who participate regularly in a carpool or vanpool may reduce their parking requirement by one vehicle space for every one space that is marked and reserved for carpools/vanpools at a preferred location. The maximum reduction allowed is five percent (5%) of required parking.
  - g. Electric Vehicle Charging Station: Mixed use, commercial, office, and industrial developments that provide parking spaces reserved for electric vehicles and provide electric vehicle charging stations at those spaces may reduce their parking requirement by one vehicle space for every one space that is provided for electric vehicle charging. The maximum reduction allowed is five percent (5%) of required parking.

3. Joint Vehicle Parking Lot Or Structure: Required parking for two (2) or more freestanding uses on adjacent or nearby sites may be satisfied by the use of a joint vehicle parking facility to the extent that it can be shown by the owners or operators that the demand for parking in the joint facility does not materially overlay (e.g., uses primarily of a daytime versus a nighttime or weekday versus weekend nature) and provided that such right of joint use is evidenced by a deed, parking easement, lease, contract, or similar written instrument upholding such joint use. In this situation, the size of the joint parking lot shall be at least as large as the number of vehicle parking spaces required by the largest user. (Ord. 2012-01, 4-17-2012)

#### 9-5E-5: DESIGN AND DEVELOPMENT STANDARDS FOR OFF STREET PARKING AREAS:

A. General: All vehicular parking spaces shall be on the same lot as the main structure they serve, on an abutting lot, or within one thousand feet (1,000') of the building, subject to the following requirements:

1. There is a safe, direct, attractive, lighted, and convenient pedestrian route between the vehicle parking area and the use being served.
2. There is an assurance in the form of deed, parking easement, lease, contract, or other similar document that the required spaces will continue to be available for off street parking use according to the required standards.

B. Parking Lot Design:

1. Surfacing And Striping: Areas used for parking and maneuvering of vehicles shall be paved with a minimum of two inch (2") asphalt, concrete, or equivalent surface. All parking areas shall be appropriately striped, marked, and signed.
2. Curb Cuts And Driveway Access Points/Locations: Street access points shall be the minimum necessary to provide access while not inhibiting the safe circulation and carrying capacity of the street. Curb cuts and driveway access points shall be designed as follows:

Comment [s16]: Add "New and modified ..."

a. For multi-family, commercial, office, and industrial developments:

- (1) A minimum of one hundred fifty feet (150') from the curb return.
- (2) A minimum of one hundred fifty feet (150') between driveways.
- (3) Lesser distances may be permitted upon review and approval of the city engineer.
- (4) Driveways across the street from each other shall be aligned as close as possible. Where offset, the minimum distance required between the curb return of the driveways shall be one hundred fifty feet (150').

Comment [s17]: Sometimes this is physically impossible to achieve. Revise to say that offsetting driveways between 1' and 150' apart shall be approved by the public works director.

b. For single-family and duplex developments:

- (1) A minimum of fifty feet (50') from the curb return.

- (2) A minimum of five feet (5') between the driveway and property line.
3. Driveways/Driveway Approach Width And Grade: The minimum driveway width shall comply with public improvement and fire safety standards as follows:
- a. For multi-family, commercial, office, and industrial developments:
- (1) A minimum width of twenty four feet (24') for collector streets and thirty five feet (35') for arterial streets. A larger width of up to forty five feet (45') may be required by the city based upon the driveway vehicular volume, street geometrics, street vehicular volumes, or other characteristics of the area.
  - (2) A minimum throat depth of twenty feet (20') from the back of the sidewalk, clear of drive aisle or parking spaces. Greater distance for larger projects may be required dependent upon traffic loads.
  - (3) A slope between one percent (1%) and two percent (2%).
- b. For single-family and duplex developments:
- (1) A minimum width of ten feet (10') and a maximum width of twenty four feet (24'). Wider driveways may be approved on a case by case basis.
  - (2) A slope (where necessary) with a rise of no more than eight inches (8") above the back of sidewalk grade at a point seven feet (7') from the back of sidewalk.
4. Back Out Parking: With the exception of duplexes and single-family residences, all parking areas shall be designed so that vehicles are not permitted to back out of the parking area onto a public street.
5. Turnaround Areas: Parking spaces shall be provided with adequate drive aisles or turnaround areas so that all vehicles may enter the street in a forward manner.
6. Setback Restrictions For Parking Spaces And Drive Aisles: Parking areas including spaces, aisles, and turnaround and maneuvering areas shall not occupy the required setbacks. Driveways shall not occupy a yard setback or buffer except to pass through the yard in order to connect directly to a public street or as necessary for shared driveways and internal access between uses on abutting lots.
7. Cluster Of Spaces: Clusters of auto spaces shall not exceed fifty (50) spaces. Auto parking clusters shall be separated by landscaping as provided in article D1, "Landscaping Standards", of this chapter or by buildings.
8. Connect Parking Lots: Auto parking areas shall be designed to connect with auto parking areas on adjacent sites to eliminate the necessity of utilizing the public right of way for cross movements. Joint or shared access, internal circulation, or parking is encouraged with adjacent uses.
9. Minimum Clearance: Driveways, aisles, turnaround areas, and ramps shall have a minimum vertical clearance of twelve feet (12') for the entire length and width, but such clearance may be reduced in parking structures.

**Comment [s18]:** Sometimes this is not possible to achieve, especially at the end of cul de sacs. Modify to say that the public works director can approve an exception.

**Comment [s19]:** Standards like this should be in Engineering Standards, not the Zoning Ordinance. Move them.

**Comment [s20]:** Change to "...can exit without backing..."

**Comment [s21]:** Remove. Already stated in No. 4 above.

**Comment [s22]:** Remove. Already stated in 9-5E-3C above.

**Comment [s23]:** This is very restrictive for large commercial centers. Suggest that it be removed.

**Comment [s24]:** Reword. Change "Encourage" to "required where parking areas are controlled by the same property owner at time of development, and encouraged where they are not."

10. Drainage: Adequate drainage shall be provided to dispose of the runoff generated by the impervious surface area of the parking area. Provision shall be made for the on site collection of drainage waters to eliminate sheet flow of such waters onto sidewalks, public rights of way, and abutting private property. Design solutions may include, but are not limited to, the use of bioswales, low impact design (LID), and other designs that direct runoff into landscape areas.

**Comment [s25]:** This should be in the Engineering Standards.

11. Pedestrian Circulation/Walkways: Pedestrian circulation/walkways shall be designed to provide circulation through parking lots from public sidewalks to primary building entryways. Sidewalks shall be designed to ensure that vehicles that may overhang or intrude into the sidewalk system do not reduce the minimum required sidewalk width of four feet (4').
12. Screening: The periphery of all parking lots shall be screened from view from adjacent streets and adjacent residential areas with walls, landscaping, and landscaped berms (or a combination) to a minimum height of three feet (3'). Where provided, landscaping shall be consistent with the standards of subsection 9-5D1-2E6, "Landscaping Of Parking Lots", of this chapter.
13. Landscaping: Landscaping of parking lots shall be provided as required in subsection 9-5D1-2E6, "Landscaping Of Parking Lots", of this chapter.
14. Lighting: See outdoor lighting standards in section 9-5A-6, "Outdoor Lighting", of this chapter.

#### C. Space And Aisle Standards For Surface Parking Lots:

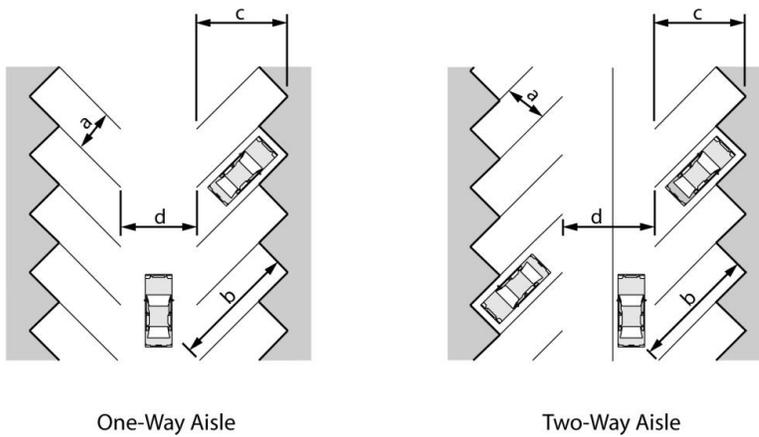
1. General Space And Aisle Standards: All surface parking lots shall be designed in accordance with the minimum city standards for stalls and aisles as set forth in table 9-5E-5-C1, "Parking Space And Drive Aisle Dimensions", of this section and illustrated in figure 9-5E-5-C1, "Parking Space And Drive Aisle Dimensions", of this section.
2. Compact Car Spaces: Up to fifteen percent (15%) of the required number of parking spaces may be sized for compact cars. Compact car spaces shall comply with the following standards:
  - a. Compact car parking spaces shall be clearly marked "compact cars only", "compact", or "c".
  - b. Compact car spaces shall be distributed throughout the parking lot.

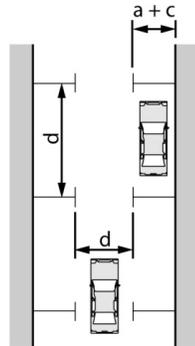
TABLE 9-5E-5-C1  
PARKING SPACE AND DRIVE AISLE DIMENSIONS

Stall Type	Minimum Space And Aisle Dimensions				
	A Stall Width	B Stall Length	C Stall Depth (Aisle To Curb)	D Drive Aisle Width	
				One-Way	Two-Way
Parallel	9'	20'	24'	12'	24'
45°	9'	20'	20'	14'	24'
60°	9'	20'	21.5'	18'	24'
90°	9'	20'	20'	20'	24'
Compact stalls, all angles	8'	16'	-	Same as standard stalls per stall type	

**Comment [s26]:** There is some confusion in these numbers. Work with public works director to revise.

FIGURE 9-5E-5-C1  
PARKING SPACE AND DRIVE AISLE DIMENSIONS





Key:	
a = Stall width	c = Stall depth
b = Stall length	d = Drive aisle width

**Comment [s27]:** Length needs to be changed to "b".

D. Standards For Off Street Parking For Private Residences: Off street parking and driveways for detached dwellings, manufactured homes, single-family attached dwellings, and two-unit attached dwellings shall meet the following requirements:

1. In single-family and two-family dwellings, one space of the required parking per unit must be covered (e.g., garage, carport).
2. All motor vehicles, including vehicles, trailers, or vessels which are inoperable or incapable of movement under their own power and/or without current registration shall be stored entirely within an enclosed structure and shall not be parked or stored in any required front yard within a residential zoning district or neighborhood.
3. Each parking space shall be at least eight and one-half feet (8 1/2') wide by eighteen feet (18') deep.
4. The minimum driveway width shall be ten feet (10').
5. Tandem (end to end) parking is allowed to meet the minimum off street parking requirements.
6. Required parking may be provided in the rear yard only when an alley is available for access.
7. Parking may be provided within the front and street side yard setback, as follows:

**Comment [s28]:** Remove "enclosed" if you also want to allow storage in carports.

**Comment [s29]:** Suggest removing. This prohibits "California" driveways with a garage in the rear.

- a. Vehicle parking (including driveways) in residential areas shall be provided on permanent paved surfaces.
  - b. Parking areas shall not exceed the maximum impervious surface allowed on a parcel.
  - c. Parking may not occur within any required clear visibility area on a corner lot.
8. All vehicles are required to be parked on a paved surface. Driveways and driveway approaches shall be paved.
9. Parking of RVs, trailers, and vessels shall conform with the following additional regulations:
- a. Parking on a hard surface such as concrete, asphalt, or similar durable material is required.
  - b. Parking within the clear visibility area is prohibited. (Ord. 2012-01, 4-17-2012)

**Comment [s30]:** Need to correlate this with other code sections about impervious surface.

**Comment [s31]:** Remove. Already stated elsewhere.

**Comment [s32]:** Remove. This is required already of all parking areas, so they are not additional regulations.

**9-5E-6: OFF STREET LOADING REQUIREMENTS:**

- A. Purpose Of Loading Area Requirements: The purpose of these regulations is to provide the number, size, location, and screening requirements for loading areas in mixed use, commercial, and industrial uses. The intent of these regulations is to minimize disruptions of traffic flow by freight carrying vehicles blocking the public right of way and to minimize impacts to vehicular and pedestrian conflicts.
- B. When Loading Regulations Apply: This regulation applies to all nonresidential development in mixed use, commercial and industrial districts, whether or not a permit or other approval is required for the development. Buildings smaller than twenty thousand (20,000) square feet in size are exempt from the requirements of this section.
- C. General Loading Area Requirements: The number of required loading spaces is based on the use of the building and the building size, minus any residential component square footage, as described in table 9-5E-6-C1, "Required Minimum Loading Spaces", of this section. Where two (2) or more uses are located on the same premises, the number of loading area spaces required is the sum of the spaces required for each use.

TABLE 9-5E-6-C1  
REQUIRED MINIMUM LOADING SPACES

Land Use	Loading Spaces Required
Industrial uses	1 per each 20,000 square feet or fraction thereof
Commercial, office, and all other uses	1 per each 35,000 square feet or fraction thereof

D. Off Street Loading Standards:

1. Dimensions: Loading spaces shall be not less than ten feet (10') in width and twenty five feet (25') in length, with fourteen feet (14') of vertical clearance.
2. Setback And Landscaping: Loading areas must comply with the setback and perimeter landscaping and screening standards. When parking areas are prohibited or not allowed between a building and a street, loading areas are also not allowed.
3. Maintenance: The provision for maintenance of off street loading facilities is a continuing obligation of the property owner.
4. Loading And Maneuvering Areas: Loading and maneuvering areas shall be hard surfaced unless a permeable surface is required to reduce surface runoff, as determined by the city.
5. Passenger Vehicle Parking: Parking of passenger vehicles may be allowed in off street loading areas subject to specific time limits to prevent conflicts with off street loading activities. If parking is allowed, the parking time limits shall be clearly posted. These parking spaces shall not count toward meeting the general parking requirements.

FIGURE 9-5E-6-C1  
TYPICAL LOADING AREA - BACK IN

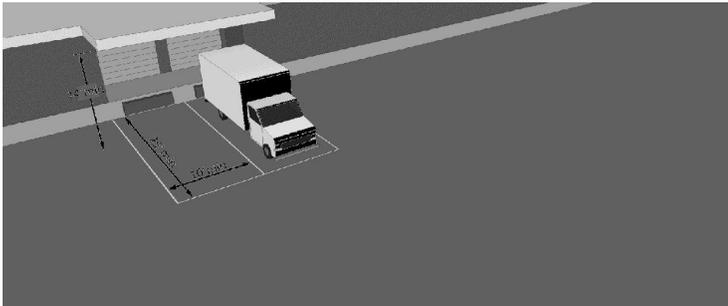
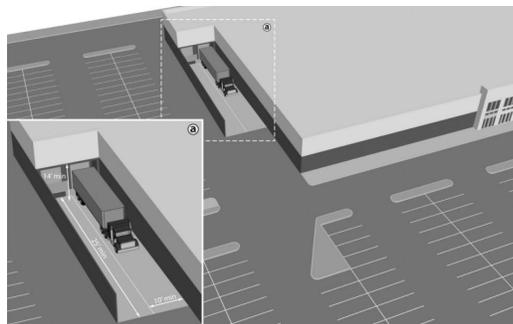


FIGURE 9-5E-6-C2  
TYPICAL LOADING AREA - SIDE LOAD



E. Location Of Required Loading Facilities:

1. The off street loading facilities, regardless of the development type, shall be on the same lot or parcel of land as the structure they are intended to serve.
2. The off street loading facilities shall be designed and located so that loading vehicles are not parked in required setbacks, driveways, or required parking spaces during loading activities.
3. No loading space shall be located so that a vehicle using such loading space projects into any public street.
4. Loading spaces shall be provided with access to an alley when alley access is available.
5. Bays and doors shall be located in a manner that would preclude any possibility for trucks to back into bays from arterial streets. (Ord. 2012-01, 4-17-2012)

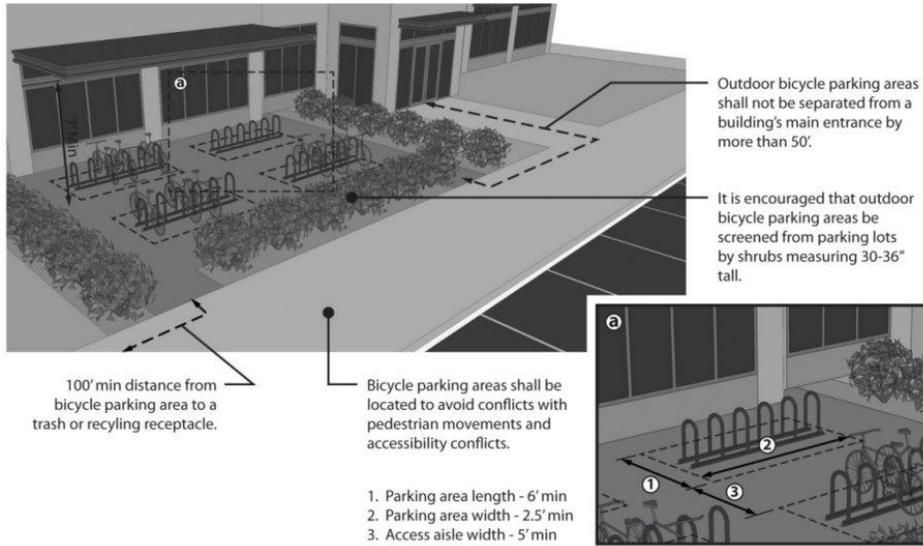
**9-5E-7: BICYCLE PARKING REQUIREMENTS:**

**Comment [s33]:** How does this compare with new building code requirements ????

- A. Applicability: Bicycle parking facilities in parking lots shall be provided for nonresidential and multi-family uses as provided in this section. The following uses are exempt from bicycle parking requirements:
1. Residential uses other than multi-family residential;
  2. Home occupations;
  3. Agricultural uses;
  4. Ministorage facilities; and
  5. Temporary uses.
- B. Required Number Of Bicycle Parking Spaces: Unless otherwise noted, bicycle parking shall be provided at a ratio equivalent to ten percent (10%) of the total vehicular parking provided, or no less than two (2) spaces, whichever is greater.
- C. Rental Or Lease Of Spaces Not Permitted: Bicycle parking spaces required by this section may not be rented or leased.
- D. Design Standards For Bicycle Parking Facilities: All developments shall meet the following minimum requirements for bicycle parking and design. The purpose of these design standards is to ensure that bicycle parking is visible from the buildings served, is convenient to cyclists, and provides sufficient security from theft and damage.
1. Use: Areas set aside for required bicycle parking must be clearly reserved for bicycle parking only.
  2. Location:
    - a. Outdoor bicycle parking shall be located within fifty feet (50') from the primary building entrance.

- b. Bicycle parking must be visible from within on site buildings or the street.
  - c. Bicycle parking may be located within a building if access is readily available from an outdoor entrance.
  - d. Bicycle parking is prohibited within one hundred feet (100') of a trash or recycling enclosure.
3. Rack Design: Bike rack shall be of such design as to hold the bicycle frame (not just the wheel), accommodate a U-shape shackle lock, a wide range of cycle sizes, wheel sizes, and types, and covered with a protective powder coated paint material to avoid damaging the bicycle in a complementary color to the adjacent building.
  4. Amenities: Bicycle parking areas are encouraged to include a bench, water fountain, and/or other amenities.
  5. Pedestrian Conflicts: Bicycle parking and bicycle racks shall be located to avoid conflicts with pedestrian movement and accessibility requirements.
  6. Sheltered Spaces Required: Bicycle parking spaces are encouraged to be sheltered from precipitation. Sheltering may be achieved by, but is not limited to, roof extensions, overhangs, awnings, arcades, carports, roofed enclosures, lockers, or indoor bicycle rooms.
  7. Security: Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (e.g., rack) upon which the bicycle can be locked. Bicycle parking racks, shelters, or lockers must be securely anchored to the ground or to a structure. Bicycle racks must hold bicycles securely by the means of the frame. The frame must be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels.
  8. Minimum Dimensions: Bicycle parking shall be at least two and one-half feet (2 1/2') wide by six feet (6') long and, when covered, provide a minimum vertical clearance of seven feet (7'). An access aisle of at least five feet (5') wide shall be provided and maintained beside or between each row of bicycle parking. Each required bicycle space must be accessible without moving another bicycle.
  9. Paving: Paving and surfacing of bicycle parking areas shall be surfaced with hard surfacing of at least two inches (2") minimum (i.e., pavers, asphalt, concrete, or similar material). This surface must be designed to maintain a well drained condition.

FIGURE 9-5E-7-C1  
BICYCLE PARKING AREA DESIGN REQUIREMENTS



(Ord. 2012-01, 4-17-2012)