

**CHAPTER 14 OF TITLE VI
PARKING REGULATIONS**

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6.14.10 **PURPOSE AND INTENT**

This Chapter is intended to ensure an adequate provisions of parking, loading, and bicycle facilities proportionate to the needs created by the various land uses within the City. In providing adequate parking, loading, and bicycle facilities, it is the intent of this Chapter to:

1. Progressively alleviate or prevent on-site and off-site traffic congestion and hazards;
2. Ensure the maneuverability of emergency and service vehicles;
3. Provide safe, accessible, convenient, attractive, and well-maintained off-street parking areas;
4. Protect residential neighborhoods from the effects of vehicular noise and traffic by uses in adjacent non-residential districts; and
5. Implement General Plan circulation, air quality, and energy conservation policies.

6.14.20 **GENERAL REGULATIONS**

1. Applicability
 - a. Any new building constructed, any new use established, any addition or enlargement of an existing structure or use, and any change in the occupancy of an existing building or the manner in which a use is conducted that would result in additional parking spaces being required, shall comply with the provisions of this Chapter.
 - b. In the case of additions or enlargements of an existing building or use, or a change of occupancy or manner of operation that would result in additional parking spaces being required, the additional parking spaces shall be required only for such addition, enlargement, or change, and not for the entire building for use, unless a specific finding is made by the Planning Director that additional parking for the entire building or use is necessary to protect public health, safety, and welfare.

2. Status of Existing Development and Approvals

- a. No building or use of land which lawfully existed on the effective date of this Title shall be considered nonconforming solely because of the lack of off-street parking and loading facilities required by this Chapter.
- b. Projects with unexpired plot plans or conditional use permits approved prior to the effective date of this Title need only meet the requirements of the parking ordinance in effect on the date the plot plans or conditional use permits were approved.
- c. No off-street parking facilities located in a commercial, business park or industrial zone district shall be used for any purpose other than the temporary parking of vehicles used by employees and patrons that the facilities are intended to serve without first obtaining approval of the City. The display of vehicles offered for sale shall be strictly prohibited on said off-street parking facilities.

3. Calculation of Floor Areas

The floor areas used to calculate the number of spaces by the schedules for provision of off-street parking and loading spaces contained in Sections 6.14.30 and 6.14.40 of this Chapter shall include:

- a. All floor area which is devoted to office, retail, service, or other activities and uses including: storage areas, restrooms, lounges, lobbies, kitchens, and interior hallways and corridors, unless specifically exempted in this Chapter.
- b. All outdoor patio, deck, balcony, terrace, kiosk, or other outdoor area that will accommodate a permanent activity that will generate a demand for parking facilities in addition to that which is provided to principal activities and uses within the building or structure.
- c. Gross floor area shall not include enclosed or converted areas used for off-street parking, loading, or bicycle facilities.

4. Fractions

Where the application of the schedules for provision of off-street parking, loading, spaces and bicycle facilities contained in Sections 6.14.30, 6.14.40 and 6.14.50 of this Chapter will result in a fractional space, the fraction shall be rounded to the next lower whole number.

5. Increases and Decreases in Requirements

- a. The number of spaces required by the schedules for provision of off-street parking and loading spaces contained in Sections 6.14.30 and 6.14.40 of this Chapter may be increased if it can be demonstrated through a parking study that the proposed use would have a parking or loading space demand greater than the requirements given in Sections 6.14.30 and 6.14.40 of this Chapter. The Planning Director may require that a parking study be provided by an applicant when, in the opinion of the Planning Director, an increase in the number of parking or loading spaces may be warranted.
- b. A decrease in the number of spaces required by the schedule for provision of off-street parking and loading spaces and bicycle facilities contained in Sections 6.14.30 and 6.14.40 of this Chapter may be granted under the circumstances identified in Section 6.14.50 of this Chapter by approval of a variance or as part of an application for a conditional use permit.

Multiple Uses

In situations where a combination of uses are developed on a site, including multiple uses under single ownership, the number of spaces required by the schedules for provision of off-street parking, loading spaces, and bicycle facilities contained in Section 6.14.30 and 6.14.40 shall be equal to the sum of requirements for each of the uses, unless a reduction is granted pursuant to the shared parking provisions of Section 6.14.50 of this Chapter. If the gross floor area of each individual user is less than the minimum for which parking or loading spaces would be required, the aggregate gross floor area shall be used in determining the required number of parking and loading spaces.

6. Operation and Maintenance

- a. All parking, loading, and bicycle facilities required by this Chapter shall be maintained for the duration of the use requiring such facilities.

- 1) Required parking and loading facilities shall not be used for the storage or display of merchandise, or for the storage or repair of vehicles or equipment.
 - 2) Required parking and loading facilities shall not be used for the sale of merchandise, except for a special event, subject to the issuance of a Special Event Permit pursuant to the provisions of Section 6.2.110 (Special Event Permits) of this Title.
- b. It shall be the responsibility of the owner or operator of a specific use to ensure that required parking facilities are maintained in good operating condition, are periodically swept and cleaned, and are properly striped.
7. Requirements Not Given in Parking and Loading Schedules
- a. Where the parking and loading facilities requirements for a specific use are not listed in the schedules contained in Section 6.14.30 and 6.14.40 of this Chapter, the required parking shall be determined through the individual development application review process.
 - b. An applicant proposing to develop to expand a use whose parking requirements are not shown, shall submit a parking study to the Planning Director providing justification for the proposed number of spaces. This study, along with any traffic engineering and planning data that is appropriate to the establishment of a parking requirement for the proposed use, shall be considered during review of the development application.
8. Compact Parking

The maximum percentage of all on-site parking that may be permitted as compact spaces shall be as provided in Table 14.A of this Chapter, unless otherwise specified in Section 6.14.50 (Adjustment to off-street parking requirements) of this Chapter.

9. Tandem Parking

Unless otherwise permitted in this Chapter, tandem parking shall not be used to meet the required number of parking spaces specified in the parking

schedules, unless specifically permitted as part of an approved conditional use permit or unless findings for a variance can be made.

11. Time-Restricted Customer Parking

Time-restricted customer parking may be delineated for high turnover businesses for the purpose of restricting long-term parking at selected locations. Time restricted customer parking shall comply with the following requirements. Requests for time restricted parking may be included within the required development application submittal for new or expanded uses, and shall be approved or denied based on the criteria listed in Section 6.14.20.11.c below.

a. Application Requirements

Requests for delineation of time-restricted customer parking shall be submitted to the Planning Director on forms supplied by the Planning Department and shall be acted upon by the Planning Commission. The following information shall be supplied within the application.

- 1) Site plan of the commercial activity, including information regarding the total number of parking spaces, the number and designation of proposed time-restricted parking spaces, and on-site vehicular, bicycle, and pedestrian circulation, access, and design.
- 2) A letter of justification describing how the proposed use will meet the required findings set forth in Section 6.14.50.11.c below.
- 3) Other information as may be required by the Planning Director, Planning Commission or City Council.

b. Approval Authority

Requests for time-restricted parking may be approved by the Planning Commission, the decision of which may be appealed to the City Council as provided in Section 6.2.190 (Appeals) of this Title.

c. Required Findings

A request for time-restricted customer parking may be approved provided that all of the following findings are made:

- 1) The amount and distribution of time-restricted customer spaces allows for the time-restricted parking without adversely affecting the parking needs of other uses within the general area; and
 - 2) The located of the time-restricted customer parking spaces will not impede vehicular, bicycle, or pedestrian circulation, and will not encroach into required fire land access areas.
- d. Revocation of Time-Restricted Customer Parking
- 1) Approvals for time-restricted customer parking spaces, granted pursuant to the provisions of this Section, may be revoked if it is found that the continued use of time-restricted customer parking adversely affects the parking needs of the general area or impedes vehicular, bicycle, or pedestrian circulation due to changes in tenant mix, customer parking demands, or any other factors which change the parking demand characteristics.
 - 2) Any decision to revoke a time-restricted customer parking approval shall become final thirty days after the decision to revoke is made, unless an appeal is filed in accordance with the provisions of Section 6.2.190 of this Title.
12. No vehicle, as defined in Section 6.1.190 (Definitions) of this Title, shall be permitted to be parked on any unpaved portion of a front yard setback area, or on any paved portion of a front yard setback area not designated as an access corridor (driveway) to an on-site parking facility (car port or garage) on any lot located in a residentially zoned district in the City.

Table 14.A

Off-Street Automobile Parking Space Requirements

Use	Minimum Off-Street Parking Requirements	Maximum % Compact Uses	Notes
A. RESIDENTIAL USES			
1. Single Family Dwelling	2 spaces per unit ^{1,2}	None	¹ Must be provided within an enclosed garage. ² Units which must State requirements for 2 nd units shall provide an additional parking space.
2. Multifamily Dwellings			
a. Residential Parking ^{3,4,5,6}	Studio: 1 space per unit	None	³ All parking spaces shall be assigned to a specific unit.
	1 bedroom: 1.5 spaces per unit	None	⁴ Enclosed garage may be required if project qualifies as a discretionary permit.
	2 or more bedrooms: 2 spaces per unit	None	⁵ All spaces shall be located within 150 feet of the unit being served.
b. Guest Parking	0.25 spaces per unit for 11 or more units; no guest parking for 10 or less units	50%	⁶ The parking requirement shall be reduced to 1 space per unit pursuant to a Density Bonus granted for a Qualifying Residents Project in accordance with the provisions of Section 6.11.80 of this Title.
3. Senior Housing: Independent Living			
a. Resident Parking	1 space per unit ⁷	None	⁷ Spaces shall be covered, and may be either a carport or garage.
b. Guest Parking	0.25 spaces per unit ⁸	50%	⁸ Guest spaces may be uncovered.
4. Senior Housing: Congregate Care			
a. Resident Parking	0.5 spaces per unit or as	50%	⁹ Applicant shall

		determined by the Planning Agency. ^{9,10}		submit a parking study pursuant to the requirements of Section 6.14.20 ¹⁰ for multiple family units, the parking shall be within 150 feet of the dwelling it is serving.
b.	Guest Parking	0.25 spaces per unit.	50%	
5. Mobile home parks and Subdivisions				
a.	Resident Parking	2 spaces per unit ¹¹	None	¹¹ Tandem spaces may be permitted to meet parking requirements for a mobile home park.
b.	Guest Parking	1 space per 5 units	None	¹² On-street parking adjacent to the model homes may be counted toward the parking requirement if it is found that such parking will not impact other residential parking and will not obstruct traffic flow.
6. Model home complexes				
		3 spaces per model home plus 1 space per salesperson. ^{12,13}		¹³ Spaces for salespersons may be provided in vacant garages of model homes.
B. COMMERCIAL USES				
1.	Uses Located in Regional Commercial Shopping Centers (more than 750,000 sq. ft. of gross leasable area)	1 space per 300 sq. ft. of gross floor area. ¹⁴	25%	
2.	Uses Located in Neighborhood, Community, and Convenience Shopping Centers (less than 750,000 sq. ft. of gross leasable area)	1 space per 250 sq. ft. of gross floor area. ¹⁴	25%	¹⁴ Alternative parking requirements for specialty commercial centers may be established by the Planning Director based upon a parking study submitted by or required of the

				applicant. (See Section 6.14.20)
3. Freestanding Commercial and Service Uses				
a.	Automobile Repair and Services	1 space per 500 sq. ft. of gross floor area plus 1.5 spaces per service bay. ¹⁵	25%	¹⁵ No required off-street parking space shall be used for sale, service, rental, or repair of vehicles.
b.	Automobile Sales	1 space per 350 sq. ft. of interior office area plus 2 spaces per service bay. ¹⁶	25%	¹⁶ No required off-street parking space shall be used for repair of vehicles.
c.	Automobile Service Station ¹⁷	2 spaces plus 2 spaces per service bay	25%	¹⁷ If a mini-mart is developed as part of the service station, additional parking at a rate of 1 space per 200 sq. ft. of retail area shall be provided.
d.	Automobile Washing (Self Service)	1 space per 2 washing stalls	25%	
e.	Barber Shop, Beauty Parlor	2 spaces per barber chair or beautician station	25%	
f.	Bank, Savings & Loan ¹⁸	1 space per 250 sq. ft. of gross floor area	25%	¹⁸ Special design requirements shall apply for drive-through facilities (see Chapter 6.12, Specific Use Development Standards).
g.	Business and Personal Services	1 space per 250 sq. ft. of gross floor area	25%	
h.	Bed and Breakfast Inns	Required spaces for existing residential units and 1 space per each guest room ¹⁹	25%	¹⁹ All spaces for guest parking shall be 9 feet wide by 19 feet long. Neither on-street nor tandem parking shall be allowed to satisfy the parking requirements.
i.	Eating and drinking facility with or without drive-in or take-out facilities ²⁰	1 space per 80 sq. ft. of gross dining area, inside and outside	25%	²⁰ Special design requirements shall apply for drive-through facilities (see Chapter 6.12, Specific

Use Development Standards).

j.	Mortuaries	1 space per each 4 seats plus funeral procession of queue capacity for 5 cars	25%
k.	Offices		
	(1) Administrative, Business, Professional	1 space per 250 gross sq. ft. of floor area	35%
	(2) Government	1 Space per 200 gross sq. ft. of floor area	35%
l.	Retail, General (i.e., Department Stores, Markets, Specialty, etc.)	1 space per 250 gross sq. ft. of floor area	25%
m.	Retail, Furniture, Major Appliances	1 space per 500 gross sq. ft. of floor area	25%
C. EDUCATIONAL SERVICES			
1.	Business and Trade Schools	1 space per each 4-person capacity, or 1 space per 250 gross sq. ft. of floor area, whichever is greater	25%
2.	Colleges	10 spaces plus 30 spaces per classroom	25%
3.	Elementary, Junior High Schools	2 spaces per classroom	25%
4.	Senior High Schools	10 spaces plus 10 spaces per classroom	25%
D. MEDICAL AND HEALTH SERVICES			
1.	Convalescent and Nursing Homes	1 space per 3 beds	25%
2.	Hospitals	1 space per 1.5 beds	25%
3.	Medical and Dental Offices and Clinics, Veterinary Clinics and Offices, Emergency rooms	1 space per 200 gross sq. ft. of floor area	25%
E. INDUSTRIAL USES			
1.	Manufacturing	1 space per 500 gross sq. ft. of floor area devoted to manufacturing plus the required amount of parking for gross square footage devoted to other uses	35%
2.	Research and Development	1 space per 250 gross sq. ft. of floor area	35%
3.	Warehouse and Distribution	1 space per 1,000 gross sq. ft. of floor area devoted to warehousing plus the required amount of parking for gross square footage devoted to other uses.	35%

F. ENTERTAINMENT AND RECREATION USES

1. Arcades, Games	1 space per 150 gross sq. ft. of floor area	25%
2. Auditoriums, Places of Public Assembly	1 space per 5 seats or 1 space per 80 gross sq. ft. where there are no fixed seats	25%
3. Bowling Alleys, Billiard Halls	5 spaces per alley plus 2 spaces per billiard table plus required parking for other on-site uses.	25%
4. Commercial Stables	1 space per 5 horses capacity for boarding on-site	25%
5. Golf Driving Range	1 space per tee plus required parking for other on-site uses.	25%
6. Golf Course (Executive and Regulation)	6 spaces per hole plus required parking for other on-site uses	25%
7. Golf, Miniature	3 spaces per hold plus required parking for other on-site uses	25%
8. Health Club/Centers	1 space per 100 sq. ft. floor area ²¹	25%
9. Parks, Public and Private (over 10 acres in size) ²¹	To be determined for the proposed use based upon the parking study findings ²²	
a. Neighborhood Parks	A minimum of 5 spaces for the first 2 acres plus 1 space for each additional acre	25%
b. Community Park (under 5 acres)	A minimum of 5 spaces per acre; plus additional spaces for spectator seating at athletic fields, community centers, and pools.	25%
10. Skating Rinks	1 space per 100 sq. ft. of gross floor area	25%
11. Tennis, Handball, Racquetball Facilities	3 spaces per court plus required parking for on-site uses	25%
12. Theaters, Movie	5 spaces plus 1 space per 3 fixed seats	25%

²¹Alternative parking requirements may be established by the Planning Agency based upon a parking study submitted by or required of such a facility (see Section 6.14.20).
²²Applicant must submit a parking study (see Section 6.14.20).

G. PUBLIC AND QUASI-PUBLIC USES

1. Day Care, Preschools, Nursery Schools, Family Day Care, Residential Care Homes²³

²³Parking requirements are based upon maximum

				capacity of the proposed facility
a.	Day Care Centers	1 space per employees plus 1 space per 5 children	25%	
b.	Family Day Care Homes	2 spaces per dwelling unit in addition to residential requirement	25%	
c.	Residential Care Homes	2 spaces per dwelling unit in addition to residential requirements	25%	
2.	Libraries, Museums, Galleries	1 space per 400 sq. ft. of gross floor area	25%	
3.	Places of Worship	1 space per 80 sq. ft. of floor area of main assembly/auditorium area; plus requirement for office space, if applicable; plus requirement for school uses, if applicable	25%	
4.	Public Utilities	To be determined by the Planning Director for the proposed use ^{23,24}	25%	²⁴ Applicant shall submit a parking study. (see Section 6.14.20).

6.14.30 SCHEDULE OF OFF-STREET PARKING REQUIREMENTS

1. Automobile Parking Requirements

Minimum off-street automobile parking requirements for uses within the City are specified in Table 14.A of this Chapter. Section 6.14.60 of this Chapter provides design standards for automobile and truck parking.

2. Schedule of Handicapped Parking Requirements

Handicapped parking requirements are established by the State of California. The following requirements for handicapped parking are intended to the State requirements at the time of adoption of this Title. Any future changes in state requirements shall preempt the standards for provisions of handicapped parking spaces contained in this Title.

- a. Handicapped parking space dimensions are provided in Section 6.14.60 of this Chapter.
- b. Handicapped parking spaces shall be provided as set forth in Table 14.B below.

Table 14.B
Handicapped Parking Requirements

Number of Automobile Spaces Provided	Number of Handicapped Spaces Required
1-25	1 Van accessible space
26-50	2 Including 1 van accessible space
51-75	3 Including 1 van accessible space
76-100	4 Including 1 van accessible space
101-150	5 Including 1 van accessible space
151-200	6 Including 1 van accessible space
201-300	7 Including 1 van accessible space
301-400	8 Including 1 van accessible space
401-500	9 Including 2 van accessible space
501-1000	2% Including 3 van accessible spaces
1001+	20 + 1 per 100 or fraction, including a minimum of 1 van accessible space per 8 accessible spaces or fraction thereof

3. Schedule of Motorcycle and Bicycle Parking Requirements

- a. Motorcycle parking space design standards are provided in Section 6.14.60 of this Chapter.
- b. Motorcycle and bicycle parking spaces shall be provided for all nonresidential uses at the following rates:
 - 1) Uses requiring more than twenty-five (25) but less than one hundred (100) parking spaces shall provide one (1) designated motorcycle parking space.
 - 2) Uses with one hundred (100) or more parking spaces shall provide one designated motorcycle parking area for each one hundred (100) required automobile parking spaces.
 - 3) Motorcycle parking spaces required by this Section shall count toward meeting the total number of parking spaces required by the provisions of this Chapter.

4. Recreational Vehicle Parking Spaces

Recreational vehicle spaces shall not be permitted within multiple family residential developments unless a parking facility for recreational vehicles, as approved by the Planning Agency, is specifically provided as part of the multiple family residential development.

6.14.40 **SCHEDULE OF OFF-STREET LOADING REQUIREMENTS**

1. Loading space design standards area provided in Section 6.14.60 of this Chapter.
2. Minimum off-street loading space requirements for uses within the City are specified in Table 14.B of this Chapter.

6.14.50 **ADJUSTMENTS TO OFF-STREET PARKING REQUIREMENTS**

1. Modified Parking Requirements in the Downtown Commercial Zone District

- a. Modified parking requirements have been developed for use in the Downtown Commercial Zone District as an incentive to preserve and maintain existing historic structures. The Planning Commission shall have the authority to approve a request for a parking adjustment, subject to the provisions of this Section; the decision of which may be appealed to the City Council as provided in Section 6.2.190 of this Title.
- b. For land uses located in the Downtown Commercial Zone District, off-street parking requirements may be modified by the Planning Commission by utilizing the following techniques:
 - 1) A reduction of the required number of parking spaces by twenty (20) percent ; or
 - 2) The crediting of on-street parking spaces which are adjacent to the frontage of the designated structure/site towards the total number of required off-street parking spaces required for use, provided that a determination is made that such on-street parking spaces will remain available for public parking during all business hours in the future. No on-street parking spaces located within fifteen (15) feet of a “stop-sign” or corner radius shall be counted. No on-street parking spaces located in front of a bus stop shall be counted; or
 - 3) A reduction in two-way aisle widths from twenty-four (24) feet to twenty-(22) feet, or
 - 4) Allow the use of off-site parking in parking lot located within four hundred (400) feet of the structure, where the applicant has provided adequate incentives for the use of such parking lots; or
 - 5) Allow vehicles to back out onto alleys where it is determined that visibility is good and such backing out vehicles can be done safely; or
 - 6) Allow forty-five (45) percent of a parking lot, located on the site of the structure/use, to be compact spaces, instead of twenty-five (25) percent as permitted in Section 6.14.20 of this Chapter; or

- 7) Allow tandem parking where it is determined that such parking would be effectively and safely used; or
- 8) Allow for the deletion of the loading space requirements prescribed by Section 6.14.40 of this Chapter; or
- 9) Provide for in-lieu fees where such fees are applicable to an identified parking district or other similar mechanism that will contribute to the development of public parking within the general area.

Table 14.C
Off-Street Loading Requirements

Type of Use	Size	Space Required
A. RESIDENTIAL USES		
1. Single family detached, single family attached, multiple family, model home complexes		None
2. Senior Housing (where meals are provide in common dining facilities)		2
3. Mobile home parks and subdivisions		None
B. COMMERCIAL USES		
1. Automotive Uses	0-29,999 square feet	1
	30,000- 69,999 square feet	2
	70,000-120,000 square feet	3
	For each additional 50,000 gross square feet over 120,000	1
2. Hotel, Motel	0-9,999 square feet	0
	10,000-99,999 square feet	1
	100,000-199,999 square feet	2
	Over 200,000 square feet	3
3. Offices: Administrative, Business, Professional, Medical, Veterinary	0-9,999 square feet	0
	10,000-99,999 square feet	1
	100,000-199,999 square feet	2
	Over 200,000 square feet	3
4. General Retail and Business Services, Eating and Drinking Facilities	0-4,999 square feet	1
	5,000-29,999 square feet	2
	30,000-69,999 square feet	3
	70,000-120,000 square feet	4
	For each additional 50,000 square feet over 120,000 square feet	1

C. MEDICAL AND HEALTH SERVICES

1. Convalescent and Nursing Homes		2
2. Hospitals	0-9,999 square feet	1
	10,000-99,999	2
	100,000-199,999	3
	Over 200,000	4
3. Medical/Dental Offices and Clinics; Veterinary Hospitals and Clinics	0-9,999	0
	10,000-99,999	1
	100,000-199,999	2
	Over 200, square feet	3

D. INDUSTRIAL USES

1. Manufacturing, Warehouse and Distribution	0-29,999 square feet	1
	30,000-69,999 square feet	2
	70,000-120,000 square feet	3
	For each additional 50,000 gross square feet over 120,000	1
2. Research and Development	0-9,999 square feet	1
	10,000-99,999 square feet	2
	100,000-199,999 square feet	3
	Over 200,000 square feet	4

c. The Planning Commission may approve a parking adjustment with conditions which are found to be necessary to effectuate the purpose of these adjustments within the Downtown Commercial Zone District; the decision of which may be appealed to the City Council as provided in Section 6.2.190 (Appeals) of this Title.

1) Notice

Notice of an application for a parking adjustment shall be published in a newspaper of general circulation not less than ten (10) days prior to the date set from the Planning Commission hearing. Notices shall also be mailed not less than ten (10) days prior to the date of the meeting to owners of property within a radius of three hundred (300) feet of the external boundaries of the property proposed for the modification described on the application, using for this purpose the name and address of such owners as shown on the latest official tax role of the County.

2) Findings for Approval

The Planning Commission, in approving a Parking Adjustment, shall find as follows:

- a) The proposed parking modification and use of the structure is necessary or desirable for the development of the community, is in harmony with the various elements and objectives of the General Plan, and is not detrimental to existing uses or to uses specifically permitted in the zone district;
- b) That approving the proposed parking adjustment and use will significantly improve the possibility that the structure will be preserved and maintained;
- c) That the required parking cannot be provided without the approval of the requested adjustment;
- d) That the proposed parking scheme will function safely;
- e) That approval of the parking adjustment will not harm the integrity of the structure or the surrounding neighborhood.

2. Shared Parking

- a. A maximum reduction of thirty (30) percent of the minimum parking requirements for individual uses may be granted by the Planning Agency where joint use of parking facilities or other factors will mitigate peak parking demand.
- b. Requests for parking reductions resulting from joint usage shall be supported by information that generally follows the format described below.
 - 1) Initial project review involves documentation and quantification of proposed land uses and anticipated functional relationships between the parking needs of different land uses. The initial review will consist of data gathering regarding proximity to transit facilities, general location of parking facilities, surrounding land uses and mix, predicted pedestrian patterns, similar variables which affect parking needs.

- 2) Adjustments for Peak Parking Factor include calculating the number of off-street parking spaces required for each land use within the area proposed for joint parking use based upon the requirements of Section 6.14.30 of this Chapter. Other elements to be considered include seasonal adjustment for parking demand and a determination of the mode of transit used in reaching or departing that area being considered.
 - 3) Analysis of Hourly Accumulation involves an estimation of hourly parking accumulations for each land use during a typical week day or weekend day.
 - 4) Estimate of Shared Parking merges the hourly parking demand estimate to calculate the overall parking required to be provided within the area being considered for shared parking facilities.
- c. In granting parking reductions for shared use of parking facilities, the Planning Agency shall make one or more of the following findings:
- 1) The report justifies the requested parking reduction based upon the presence of two or more adjacent land uses which, because of their substantially different operating hours of difference peak parking characteristics, will allow joint use of the same parking facilities.
 - 2) The report indicates that there are public transportation facilities and/or pedestrian circulation opportunities that justify the requested reduction of parking facilities.
 - 3) The report finds that the use otherwise adheres to the parking standards in this Chapter.
 - 4) The report finds that the clustering of different land uses is such that a reduced number of parking spaces can serve multiple trip purposes to that area in question.
- d. As a condition of approval to the granting of a reduction in required parking, the Planning Agency may require the granting of reciprocal access and parking agreements with surrounding properties; recordation of conditions, covenants, and restrictions; or creation of other legal

instruments to assure the permanent continuation of the circumstances under which parking requirement reductions were granted.

- e. Where parking spaces are provided for an individual development on a separate parcel, a joint access agreement will be required between affected property owners, in a form acceptable to the City.
3. Transportation Management Plans
 - a. The number of parking spaces required for a project may be decreased up to twenty (20) percent subject to Planning Commission approval of a transportation management plan supplied by the applicant for those applications requesting more than a ten percent reduction. Said plan shall provide evidence that identifies the actual parking requirement and supports and justifies the parking reduction request. The plan may include, but is not limited to car pooling, van pools, and staggered work hours.
 - b. Decreases in the required number of parking spaces, approved pursuant to this subsection, may be in addition to any other reductions allowed by this Section.
 - c. Before approving such a request, the Planning Commission shall consider, among other factors:
 - 1) Projected effectiveness of car pool, van pool, staggered work hours, or similar transportation management programs.
 - 2) Proximity to public transportation facilities that could be reasonably expected to serve a significant portion of employees and/or customers.
 - 3) Evidence of the likelihood that employees and/or customers will utilize regular transportation alternatives rather than individual use of automobiles, including transportation management plans prepared pursuant to San Joaquin Unified Air Pollution Control District Requirements and Chapter 6.13 of this Title.
 4. Low Percentages of Usable Space

- a. Where buildings contain extensive areas of employee facilities such as, but not limited to, cafeterias, racquetball courts, health facilities, covered patios, multiple stairways and elevator shafts, or atriums in multiple story buildings, gross leasable space may be significantly below the eighty-five (85) percent average assumed in the parking schedules. In such cases, a proportionate reduction in parking requirements may be granted by the Planning Commission.
 - b. To be eligible for a reduction in parking requirements, due to low percentage of usable space, the applicant shall submit a detailed floor plan breaking down the proposed usage of all square footage within the building.
 - c. As a condition of granting a reduction in parking requirements, due to low percentage of usable space, the applicant shall be required to sign an agreement stating that the percentage of leasable space will not be increased unless additional parking is provided pursuant to the requirements of this Chapter.
5. Off-site Parking Facilities

Required parking for a development may be provided off-site under certain instances. Requests for off-site parking facilities shall meet the following requirements:

- a. The off-site parking shall be located so that it will adequately serve the use for which it is intended. In making this determination, the following shall be considered:
 - 1) Proximity of the off-site parking facilities;
 - 2) Ease of pedestrian access to the off-site parking facility;
 - 3) The type of use which the off-site parking is intended to serve, recognizing that such facilities are generally not appropriate for high-turnover uses;
 - 4) The need for locating parking facilities off-site, and the resulting urban design benefits of off-site parking, if any.

2. The City will maintain a record of all properties that have met their required parking space obligation by paying the appropriate fee for the spaces.
 3. Payment of this fee does not guarantee that parking spaces will be constructed for the sole use or in the immediate proximity of any development.
 4. This fee will not supersede mitigations for immediate direct impacts determined through a project environmental process.
- d. Amount of Fee
1. The amount of payment for each required parking space shall be fixed by resolution adopted from time to time by the City Council, but in no case shall the fee exceed the estimated current cost to the City of providing required parking spaces to serve the contemplated use. The resolution may include allowances to increase the fee based on an established cost index.
 2. Fees paid in accordance with this ordinance are collected to fund a general public parking program serving the area described as the Downtown Specific Plan and are not intended for any specific improvement project. The fees paid shall be the most current fees as established by the City Council.
 3. No City official or agency, including the City's Building Department, may issue a building permit for a development project until the Fee with respect to such development required by this resolution is paid. However, the City may consider as a condition of a building permit issuance that the property owner or lessee if the lessee's interest appears of record, execute a contract to pay the Fee within a time frame specified in the contract.
- e. Exemption from Fee

The following development projects shall be exempt, in whole or in part from the Fee under the following conditions:

1. Any development projects exempt pursuant to state or federal law.
2. Development projects governed by a Disposition & Development Agreement or a Development Agreement in which a parking in lieu fee is specifically delineated, calculated, and/or imposed in lieu of the fee established by resolution of the City Council.

f. Change or Cessation of Ownership and/or Use

The following apply to changes in use, ownership and development of properties for which in-lieu parking fees have been used to satisfy parking requirements pursuant to this ordinance.

1. Any satisfaction of parking requirements through the payment of fees under this ordinance shall continue to apply to the subject property in the event of a change in ownership.
2. Any change of use of property, building additions or redevelopment of a site, that requires more parking may trigger additional parking requirements. The number of spaces required by the change in use shall be the difference between the number required by the new use or structure and number required by the previous use or structure.
3. If a structure is reduced in area or a use is replaced with a use for which is less parking is required according to the zoning regulations of this Title, an adjustment to the amount paid for parking in-lieu fees may be reduced to reflect the recalculated parking demand relative to the change in building area or usage of the site. Once satisfied, the obligation for parking in-lieu fees shall be deemed to meet the parking requirement for which the in-lieu fee amount was previously parking requirement for which the in-lieu fee amount was previously determined. If the site is again changed to increase parking demand then the provisions of E.2 above shall become effective.

g. Use of Fee

The fees collected shall be used for the following purpose: to construct, maintain, or provide new public parking spaces with, or for the direct benefit of the area described as being the Downtown Specific Plan.

Eligible projects include the following:

- Purchase of land for parking
- Construction of a parking structure or surface parking lot
- Conversion of existing private parking spaces to publicly available spaces.
- Maintenance of public parking created through this program
- Funding of parking program enforcement activities
- Bicycle parking
- Other items for parking and transportation improvements as deemed appropriate by the City Manager or by the Executive Director of the Taft Community Development Agency.

h. Trust Fund

An interest-bearing trust fund shall be maintained exclusively for the Parking Fund. These trust funds and interest earned by these trust funds shall be used solely for improvement identified in Section E (Use of Fees) above.

i. Termination

If this fee program is terminated, any excess funds collected prior to dissolution of this fee program shall be used for those purposes identified in Section E of this ordinance.

j. Other Applicable Section of City Code

This article does not supersede, replace, or invalidate other applicable section of any other City Ordinances, Resolutions, or the Taft Municipal Code.

6.14.60 DESIGN STANDARDS

1. Dimensions of Parking Spaces

a. Automobile

1) All Uses

All parking spaces shall provide an additional two (2) feet to the required parking space width where such parking spaces are adjacent to a wall, supporting column or post, garage wall, or other obstruction.

2) Covered/Enclosed Spaces

Covered parking spaces shall be a minimum of nine (9) feet in width and nineteen (19) feet in depth. The measurements shall not include the exterior walls or structural supports. Minimum width for private residential enclosed garage door openings shall be eight (8) feet for a one-car garage, and sixteen (16) feet for a two-car garage.

3) Uncovered Spaces, Full-Size

Each full-size uncovered space shall be a minimum of nine (9) feet in width and nineteen (19) feet in depth.

4) Uncovered Space, Compact

Each full-size uncovered compact shall be a minimum of nine (9) feet in width and sixteen (16) feet in depth.

5) Parallel Space

Each parallel parking space shall have a minimum dimension of eight (8) feet wide by twenty-two (22) feet long. However, if there is only one (1) parallel space, and access is adequate to that space, the length may be reduced to twenty (20) feet.

6) Tandem Space

Each tandem space shall be a minimum of nine (9) feet in width and twenty-two (22) feet in depth.

7) Handicapped Parking Spaces, All Applicable Uses

Each handicapped parking space shall be a minimum of fourteen (14) feet wide, lined to provide a nine (9) foot wide parking area and a five (5) foot wide loading area, and shall be a minimum of nineteen (19) feet in depth. If two handicapped spaces are located adjacent to each other, they may share the five (5) foot wide loading area, resulting in a width of twenty-three (23) feet for the two (2) spaces.

b. Motorcycle Parking Spaces for all Applicable Uses

Each motorcycle parking space shall have a minimum usable area of fifty-six (56) square feet.

c. Recreational Vehicle Spaces, Multifamily Residential Uses

Recreational vehicle spaces shall require a minimum of four hundred (400) square feet of usable area.

2. Drive-Through Facilities

Drive-through facilities shall be designated to conform to the specific standards designated in Section 6.12.150 of this Title.

3. Standard Improvements

a. Directional Arrows and Signs

- 1) Within parking facilities containing twenty-one (21) or more spaces, all aisles, approach lanes, and maneuvering areas shall be clearly marked with directional arrows to facilitate vehicular movement.
- 2) In addition to directional arrows, the Public Works Director may require installation of signs to ensure safe and efficient vehicular movement.

b. Drainage

All parking facilities, except those serving two (2) or fewer dwelling

units, shall be graded and provided with drainage facilities for the disposal of water without surface flow over sidewalks within public rights-of-way.

c. Lighting

- 1) All parking facilities, except those serving two (2) or fewer dwelling units shall be provided with night time security lighting.
- 2) Parking area lighting shall be designed to confine emitted light to the parking area.
- 3) Parking area lighting shall be of an energy-efficient type, such as, but not necessarily limited to, high or low pressure sodium lamps.

d. Safety Features

- 1) Additional requirements and guidelines for parking facility safety, including design, internal layout, acceptable turning radii, pavement slope, vehicular and pedestrian circulation, and other design features may be imposed by the Public Works Director when determined to be appropriate.
- 2) The Public Works Director may require cross-aisles within parking areas where necessary to prevent safety hazards and vehicular congestion on public streets which might otherwise be created by vehicular queuing, by utilizing public streets to travel between parking aisles, or by using the parking area as a “short-cut” between public streets.
- 3) Visibility of and between pedestrians, bicyclists, and motorists, shall be assured when entering individual parking spaces, when circulating within a parking facility, and when entering or exiting a parking facility. To the extent possible, the parking facility shall be designed so that primary pedestrian traffic to and from building entrances is along, rather than across parking aisles.
- 4) Bicycle and automobile parking areas shall be separated by a physical barrier of sufficient identification and distance to protect parked bicycles from damage by cars.

e. Shopping Cart/Hand Cart Storage

Parking facilities serving uses that make use of shopping carts/hand carts such as, but not limited to, supermarkets, drug stores, and lumber stores, shall contain shopping cart/hand cart storage areas. The dimensions and locations of such storage areas for the proposed use shall be approved by the Planning Director.

f. Striping and Identification

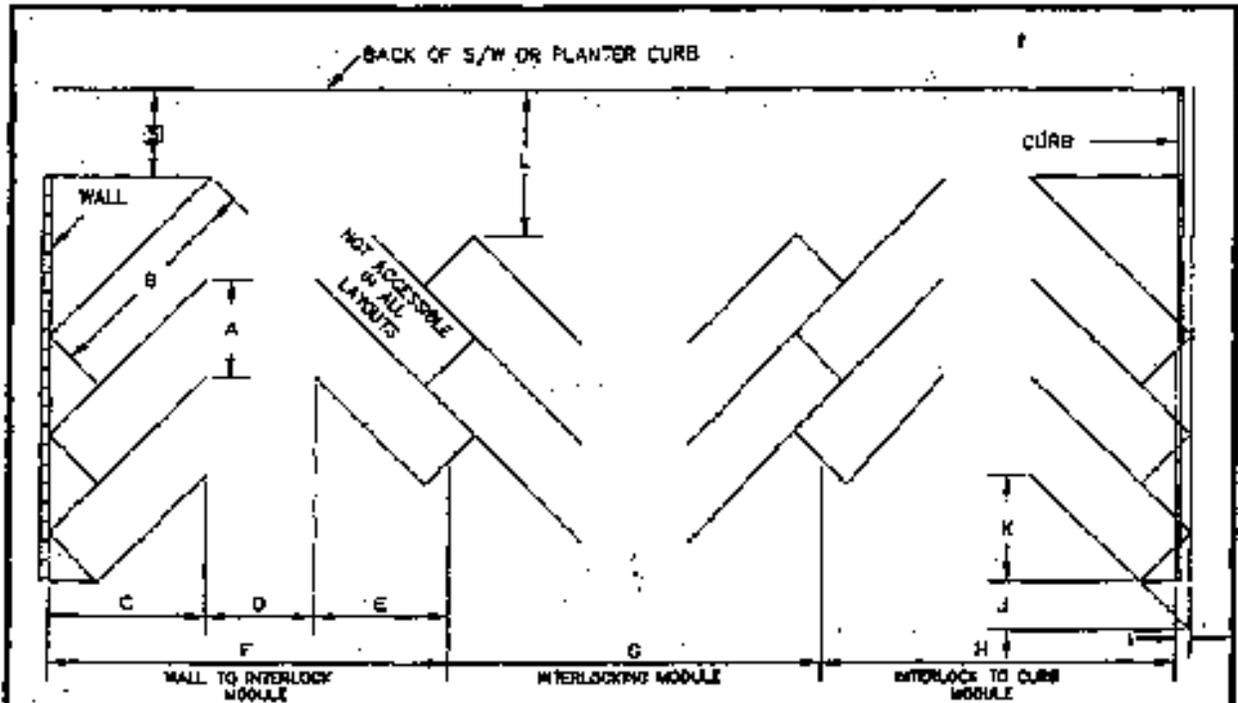
- 1) Automobile parking spaces shall be clearly outlined with painted lines not less than three (3) inches in width on the surface of the parking facility.
- 2) In addition to the requirements of Section 6.14.60.1.a (7) of this Chapter, all handicapped parking spaces shall be striped and marked according to applicable State standards.
 - a) Each parking space reserved for the handicapped shall be identified by a permanently affixed reflectorized sign, of a construction and material approved by the Public Works Director, displaying the international symbol of accessibility. The sign shall have a minimum size of seventy (70) square inches, and shall be centered at the interior end of the parking space at a maximum height of eighty (80) inches from the bottom of the sign to the finished grade of the parking space.
 - b) At each entrance to a parking facility containing one (1) or More parking spaces for the handicapped, a sign with a minimum size of seventeen (17) inches by twenty-two (22) inches shall be posted, stating clearly and conspicuously in letters with a minimum height of one (1) inch the following:

“Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner’s expense. Towed vehicles may be reclaimed at _____ or by telephoning _____”.

- c) Parking spaces reserved for the handicapped shall have, in addition to the requirements of Paragraph 2 above, a surface identification in blue paint of at least three (3) square feet in size, duplicating the international symbol of accessibility.
 - 3) All parking spaces for compact cars shall be clearly identified as “Compact Car Only”.
 - 4) All motorcycle parking spaces shall have bollards installed and appropriately spaces to prevent automobile usage. Motorcycle spaces shall be marked in a manner to be clearly identified as motorcycle use only.
- g. Surfacing
- 1) All permanent parking spaces, as well as loading and maneuvering areas, shall be paved and permanently maintained with asphalt or concrete, or an alternative all-weather surfacing material approved by the Public Works Director.
 - 2) In order to prevent damage to pavement from motorcycle kick stands, required motorcycle parking areas shall be paved with concrete or equivalent surfacing material approved by the Public Works Director.
 - 3) All bicycle parking and storage areas shall be surfaced to keep the area in a dust-free condition.
 - 4) Temporary parking facilities shall be provided with surfaces to prevent dust.
4. Dimensions of Parking Bays and Aisles

The minimum dimensions of parking bays and maneuvering aisles shall be set forth in Figure 14.D of this Chapter.

Figure 14. D
Parking Bays and Maneuvering Aisles



PARKING ANGLE & STALL WIDTH	STALL WIDTH PARALLEL TO AISLE (A)	STALL LENGTH OF LINE (B)	STALL DEPTH FROM WALL (C)	AISLE WIDTH (D)	STALL DEPTH TO INTERLOCK (E)	MODULE'S				NUMBER OVERHANG (I)	OFFSET (J)	SETBACK (K)	CROSS-AISLE ONE-WAY (L)	CROSS-AISLE TWO-WAY (M)	
						WALL TO INTERLOCK (F)	INTERLOCK TO INTERLOCK (G)	INTERLOCK TO CURB (H)	WALL TO WALL (2C+D)						
30°	8.0'	16.0'	20.9'	14.8'	13.0'	11.5'	38.4'	36.0'	37.8'	42.8'	1.6'	4.0'	13.8'	14.0'	24.0'
	9.0'	18.0'	35.8'	17.8'	12.0'	13.9'	43.7'	39.8'	42.1'	47.6'	1.6'	3.5'	17.3'	14.0'	24.0'
45°	8.0'	11.3'	24.0'	17.0'	13.0'	14.2'	44.2'	41.4'	42.4'	47.0'	1.6'	5.7'	11.3'	14.0'	24.0'
	9.0'	12.7'	29.0'	20.5'	12.0'	17.3'	49.8'	46.6'	48.0'	53.0'	1.5'	5.4'	14.1'	14.0'	24.0'
80°	8.0'	8.0'	18.0'	16.0'	24.0'	16.0'	58.0'	58.0'	53.5'	56.0'	2.5'	0.0'	0.0'	14.0'	24.0'
	9.0'	9.0'	19.0'	19.0'	24.0'	20.0'	62.0'	62.0'	58.5'	62.0'	2.5'	0.0'	0.0'	14.0'	24.0'

NOTES

- 1] MARKINGS IN PARKING LOTS SHALL BE PAINTED WITH WHITE TRAFFIC LINE PAINT (RAPID DRY WATER BORNE) THAT MEETS CURRENT CALTRANS STANDARDS FOR HIGHWAY MARKINGS EXCEPT FOR MARKINGS DESIGNATING HANDICAP PARKING SPACES WHICH SHALL BE BLUE IN COLOR. SEE HANDICAP PARKING DETAIL.
- 2] MINIMUM 2-WAY DRIVE AISLE WIDTHS SHALL BE 24' UNLESS BACKING WIDTH GOVERNS (SEE NOTE 3).
- 3] AISLE WIDTH (D) IS MINIMUM 1-WAY AISLE WIDTH FOR BACKING PURPOSES
- 4] PARALLEL PARKING STALL LENGTH = 18'+4' = 22'
- 5] MINIMUM DRIVE ENTRANCE SHALL BE 12' (ONE-WAY) OR 24' (TWO-WAY).
- 6] CAUTION MUST BE TAKEN TO ENSURE THAT VEHICLES DO NOT BACK UP OVER SIDEWALKS.

5. Location of Parking

- a. All parking spaces shall be provided on the same site as the use requiring the parking spaces, except as authorized in Section 6.14.50 (Adjustments to Off-Street Parking Requirements) of this Chapter.
- b. All automobile spaces required for multifamily residential uses shall be located a maximum of one hundred fifty feet (150) from the dwelling units they are serving.
 - 1) Distances shall be measured from a dwelling unit's entry to the parking space(s) serving that unit. For developments where a stairway or elevator provides access to a dwelling, the ground floor entry to that stairway or elevator shall be considered to be the dwelling entry for purposes of measuring distances to parking spaces.
 - 2) Because design considerations may make it impossible or undesirable to meet the maximum distance requirement, a variation to this requirement may be approved pursuant to Section 6.14.50 (Adjustments to Off-Street Parking Requirements) of this Chapter.
- c. All handicapped spaces shall be located as closely as possible to the entrance to the use they are intended to serve and shall be oriented so that the user of the handicapped parking space need not go past the rear of the parking space in order to reach said entrance.
- d. All car pool parking spaces shall be clearly marked "Reserved for Carpool" and shall be located as close as possible to the entrance of the use they are intended to serve.
- e. Permitted compact car spaces shall be dispersed throughout the parking facility in groups of five (5) or more, if at least five (5) compact spaces are provided. The location of compact parking facilities shall be approved by the Planning Director.

- f. All bicycle spaces shall be located as closely as possible to the entrance of the use they are intended to serve, but situated in a way that does not obstruct primary pedestrian circulation.
 - g. Bicycle facilities shall be located in highly visible areas to minimize conditions conducive to theft and vandalism.
6. Landscape and Screening Requirements
- a. Each unenclosed parking facility, excluding a detached single-family residence, shall contain a minimum landscaped area in accordance with Table 14.D of this Chapter. Where the total parking provided is separated by differences in grade or by at least ten feet of non-paved area, each such area shall be considered to be a separate facility for the purpose of this requirement.

The parking area shall be computed by including the areas used for access drives, aisles, stalls, maneuvering areas, and landscaping areas within that portion of the project site that is devoted to vehicular parking and circulation.

Table 14.E
Minimum Parking Area Landscaping

Size of Facility (in square feet)	Minimum Landscape Area (percentage of total parking area)
Under 15,000 feet	5.0%
15,001-29,999	7.5%
30,000 and greater	10.0%

- b. No more than twelve (12) parking spaces shall be permitted in a single row unless separated by a landscaped island. Should anyone submitting a development proposal be either unwilling or unable to comply with this provision, that person may appear before the Planning Commission for its determination as to whether or not this provision shall apply.

- 1) Landscaped islands shall have the following minimum dimensions, exclusive of curbing, and shall be of sufficient size to accommodate the growth of trees.
 - a) Five (5) feet wide by nineteen (19) feet long for a single row of full size parking spaces.
 - b) Five (5) feet wide by thirty-eight (38) feet long for a double row of full size parking spaces.
 - c) Five (5) feet wide by sixteen (16) feet long for a single row of compact parking spaces.
 - d) Five (5) feet wide by thirty-two (32) feet long for a double row of compact parking spaces.
 - 2) Within each landscaped island, a minimum of one (1) canopy-type tree, at least fifteen (15) gallons in size, shall be provided.
- c. All landscaped areas shall be provided with an automatic irrigation system, which shall be continuously maintained.
 - d. In addition to the preceding landscape standards, parking facilities containing more than three thousand six hundred (3,600) square feet of uncovered parking area shall include landscape islands at the ends of all parking lanes.
 - e. The parking area landscape standards, contained herein, shall not apply to temporary parking facilities; however, minimum landscaping may be required for temporary parking facilities as part of the issuance of a temporary use permit.
7. Access
- a. Parking Access from Streets
 - 1) Access to parking spaces, other than four (4) or fewer spaces serving a residential use, shall not require backing onto a public or private street.

- 2) All spaces within a parking facility shall be accessible without entering a public right-of-way or private street.

b. Driveway Widths and Clearances

For purposes of this Section, a driveway shall be defined as an access leading from a public street, a right-of-way, or a private street to a parking area, or from one parking area to another, but shall not be defined to include any aisle, or maneuvering area. All driveways shall comply with the following standards.

- 1) Driveways for single family structures shall not be less than ten (10) feet in width for a one-car garage and sixteen (16) feet in width for a two-car garage, and shall be maintained free and clear of all obstructions.
- 2) Driveways for multifamily dwelling units and nonresidential uses shall be in accordance with the requirements of Table 14.E of this Chapter.
- 3) Driveways which serve a single family development shall be defined as the paved area leading from a public street, or right-of-way, or a private street to the designated parking area.
- 4) All abandoned or unused existing driveway approaches, within a street right-of-way, shall be removed and shall be replaced with sidewalk, curb, and gutter at the expense of the lot owner in accordance with the standards adopted in this Title.

c. Gated Entries

Gates which serve to limit or control access to parking facilities require special consideration and regulation since their design may significantly impact parking demand and usage, as well as vehicular circulation into and within the parking area. Requests for gated entries shall be submitted to the Planning Director and shall be accompanied by a study addressing the following issues;

- 1) Type and operation of gate;

- 2) Adequacy of vehicle stacking area;
 - 3) Effect of gated entry on parking usage and distribution on the site;
 - 4) Effect of gated entry on parking for surrounding or adjacent areas.
8. Loading Area Design Requirements
- a. Loading areas shall be designated to provide adequate area for backing and maneuvering on-site, and shall not require maneuvering within public rights-of-way or backing onto or from a public street.
 - b. Loading doors fronting a public street shall not be located closer than seventy (70) feet from the property line, and shall not encroach into side or rear setback areas.
 - c. Screen walls and wing walls for screening loading areas shall have a maximum height of twelve (12) feet.

**Table 14.F
Driveway Dimensions for Multifamily
Dwellings and Nonresidential Uses**

Driveway Dimension	
Width, excluding flares or curb radius	
Minimum (one-way)	15 ft.
Minimum (two-way)	24 ft.
Maximum	36 ft.
Turn Radius ¹	
Minimum	15 ft.
Maximum	50 ft.
Minimum Spacing ²	
From side property line	5 ft.
From street corner	15 ft.

- 1. On-site driveway exposed to entry or exit by right turning vehicles (applicable only to driveways with curb radius).

2. Minimum spacing is measured along the curb line from the top of driveway “x” to the side property line, or the beginning of the intersection.

Note: A larger dimension may be required for emergency vehicle access.