

Chapter 18.13

OFF-STREET PARKING AND OFF-STREET LOADING FACILITIES

Sections:

- 18.13.010 Purposes and application.**
- 18.13.020 Off-street parking facilities required.**
- 18.13.030 Standards for off-street parking facilities.**
- 18.13.040 Off-street loading facilities required.**
- 18.13.050 Standards for off-street loading facilities.**
- 18.13.060 Location of off-street parking and off-street loading facilities.**
- 18.13.070 Screening, fencing and landscaping.**
- 18.13.080 Existing uses.**
- 18.13.090 Reduction of off-street parking and off-street loading facilities.**
- 18.13.100 Exceptions to off-street parking and off-street loading requirements.**

18.13.010 Purposes and application.

In order to alleviate progressively or to prevent traffic congestion and shortage of curb spaces, off street parking and off-street loading facilities shall be provided incidental to new land uses and major alterations and enlargements of existing land uses. The number of parking spaces and loading berths shall be in proportion to the need for such facilities as created by the particular type of land use. Off-street parking and loading areas are to be laid out in a manner which will ensure their usefulness, protect the public safety and, where appropriate, insulate surrounding uses from their impact.

Provisions of this chapter are also intended to deal with problems, conditions and needs which are apparent in attempting to provide sufficient off-street parking facilities in areas of intense commercial development, including:

A. The difficulty in assembling land by private means, including the often excessive time required;

B. The varying financial capabilities and traffic generating characteristics among varying types of commercial enterprise;

C. The importance of avoiding fragmented patterns of off-street parking facilities which may bear little relation to the needs of a commercial area as a whole;

D. The importance of having regulations which will not inadvertently discourage private investment while alleviating or preventing traffic congestion; and

E. The importance of achieving a reasonable distribution of financial burden among private interests and the public at large consistent with their individual and collective responsibilities to provide off-street parking facilities. (Ord. 437 § 1 (part), 1989)

18.13.020 Off-street parking facilities required.

A. **Parking Space Definition.** A "parking space" shall be an area for the parking of a motor vehicle, plus those additional areas and facilities required to provide for safe access to and from said space. The area set aside to meet these provisions must be usable and accessible for the type of parking need that must be satisfied.

B. **Special Parking Standards in Residential Districts.** The following standards shall apply to vehicle parking in all residential zone districts. Vehicles parked on a property shall be parked only within an enclosed yard, garage, or carport, or on a driveway, subject to the following specific standards and limitations:

1. **Recreational Vehicles.** Recreational vehicles parked for longer than seventy-two hours shall be parked only within an enclosed yard, garage, or carport. Boats and trailers parked in carports shall be covered. A maximum of one recreational vehicle designed primarily for temporary residential occupancy (including but not limited to motor homes, cab-over campers, fifth wheel campers, and

tent trailers) may be parked on a property at any one time. Recreational vehicles shall not be used for residential occupancy.

2. **Commercial Vehicles.** Commercial vehicles shall not be parked within any residential district, unless they are actively providing direct temporary service to a specific residential property and parked for less than twenty-four hours.

3. **Trailers.** Trailers shall be parked only within an enclosed yard, garage or carport. Trailers parked in carports shall be covered.

4. **Inoperable Vehicles.** Any vehicle incapable of movement under its own power shall be parked only within an enclosed yard, garage or carport. Inoperable vehicles parked in carports shall be covered. In cases of emergency, accident or breakdown, such vehicles shall be parked within an enclosed yard, garage or carport within twenty-four hours of the incident. A maximum of one inoperable motor vehicle may be parked on a residentially zoned property.

5. **Residential Parking Definitions.** The following definitions shall apply to parking standards in residential districts:

1. "Vehicle" means any device by which any person or property may be propelled, moved or drawn upon a street or highway (except devices moved exclusively by human power). Vehicles specifically include passenger, recreational and commercial vehicles, vans, trucks, and trailers of any type.

2. "Park" means the standing of a vehicle while it is not actively engaged in loading or unloading merchandise or passengers, vehicle cleaning or vehicle repair.

3. "Enclosed yard" means the area located interior to front, side, street side, and rear yard building setbacks, which is completely screened from public view by a solid screening fence with a minimum height of six feet.

4. "Driveway" means an all-weather driving and parking surface such as concrete, asphalt or decomposed granite, which provides direct street

or alley access through an approved drive approach.

5. "Recreational vehicles" include motor homes, campers, tent trailers, boats, fifth wheel campers, and other similar vehicles or trailers intended primarily for recreational use.

6. "Commercial vehicle" includes:

a. Any vehicle with a gross weight exceeding fourteen thousand pounds;

b. Truck-tractors (as defined by Vehicle Code Section 655);

c. Trailers (excluding recreational vehicles) exceeding twenty feet in length;

d. Trailers or semitrailers used for storage or transport of ladders, portable toilets, or other related agricultural service equipment.

7. "Trailer" includes all types of nonmotorized vehicles designed primarily for storage and transport of property, including but not limited to trailers, semitrailers, utility trailers, flat-bed trailers and storage trailers.

C. **Time When Off-Street Parking is Required.** Except as provided in subsection J of this section or in Section 18.13.100 of this chapter, there shall be provided off-street parking facilities in accordance with the provisions of this chapter when any of the following shall occur:

1. Initial occupancy of a site;

2. A major alteration or enlargement of a use, site or building (see subsection F of this section);

3. A change in use that requires additional parking.

D. **Parking Space Schedule.**

1. Residential uses.

a. One-family dwellings: two spaces for each dwelling unit, with at least one space within a garage or carport.

b. Duplexes, triplexes, fourplexes and multi-family dwellings - in accordance with the following schedule:

Number of Bedrooms	Number of Spaces
Studio (no bedrooms)	1.5
1 bedroom	1.5
2 bedrooms	2.0
3 or more bedrooms	2.0

c. Except for driveways allowed in the front setback area of a garage or carport, or by variance, all additional parking for two to four unit structures and multifamily units shall be to the rear or side of such units, if practicably feasible.

d. Housing for the elderly: one space for each dwelling unit; provided, however, that sufficient space shall be set aside and incorporated into the site plan for the number of spaces prescribed under subsection (D)(1)(b) of this section, in the event of a change of use to housing for the nonelderly.

e. Private clubs, fraternity or sorority houses, lodging and rooming houses: one space for each two beds.

f. Motels, hotels, inns and bed and breakfast establishments: one space for each guest room, plus one space for each employee.

2. Uses Within the Central Commercial District.

a. Commercial and office uses, excluding conditional uses, within the area designated as the central business district by the general plan: one space for each eight hundred square feet of floor area.

b. Uses within an integrated shopping center involving a combination of three or more retail uses permitted within the CC District for which building area, off-street parking, off-street loading, landscaping, lighting and other features are developed, managed and maintained as if a single unit: three spaces for each one thousand square feet of gross leasable area, or four spaces for each one thousand square feet of gross leasable area if the center includes a supermarket.

c. Other uses within the central commercial district within or outside of the central business district: The number of spaces otherwise required by this chapter for the type of use.

3. Other Commercial Use—Industrial Use.

a. Banks: one space for each three hundred square feet of floor area.

b. Offices (not including medically related or public administrative offices): one space for each four hundred square feet of floor area.

c. Retail stores, food: one space for each one hundred fifty square feet of floor area; mini-market food stores, one space for each three hundred square feet of floor area for stores under two thousand square feet of gross floor area.

d. Retail stores, other than food, and personal service establishments: one space for each two hundred square feet of floor space.

e. Retail stores which handle primarily bulky merchandise such as furniture, household appliances, motor vehicles, farm implements, machinery and bulk supplies: one space for each six hundred square feet of floor area.

f. Service commercial uses, repair shops and wholesale establishments: one space for each eight hundred square feet of floor area, plus one space for each employee.

g. Commercial and industrial uses conducted primarily outside of buildings: one space for each employee of the maximum working shift.

h. Manufacturing, indoor storage and other industrial uses: one space for each employee of the maximum working shift.

4. Utility Uses. Electrical distribution and transmission substations, gas regulator stations, public utility pumping stations, reservoirs, water or gas storage tank farms, sewage treatment plants and other public utility buildings and uses: one space for each two employees of the maximum working shift, plus one space for each vehicle stored at the site. Where the use is unmanned, one space for each service vehicle to be parked at the site.

5. Health Uses.

a. Medical and dental offices and clinics, including (but not limited to) surgeons, general practitioners, psychiatrists, psychologists, medical specialists, ophthalmologists, dentists, optometrists and

similar medically-related professions: three spaces for each practitioner, plus one space for each employee, or one space for each two hundred fifty square feet of floor area, whichever is greater.

b. Rest homes, nursing homes, convalescent homes, homes for the aged: one space for each employee of the daytime shift, plus one space for each four beds.

c. Charitable and religious institutions providing sleeping accommodations: one space for each employee and one space for each four beds.

d. Hospitals: one space for each four beds and one space for each two employees of the maximum working shift, plus one space for each staff doctor.

6. Places of Assembly.

a. Cafe, restaurant or other establishment for the sale and consumption of food and beverages on the premises: one space for each four seats.

b. Drive-in and fast food restaurants: one space for each two seats, one space for each employee on the maximum working shift.

c. Auditoriums (except school auditoriums), churches, mortuaries, sports arenas and stadiums, dance halls, private clubs and lodges: one space for each fifty square feet of floor area used for seating if seats are not fixed or one space for each four seats, plus one space for each employee. School classrooms associated with a church do not require parking in addition to that required for church seating.

d. Theaters (indoor): one space for each four seats.

e. Bowling alleys: four spaces for each alley, plus one space for each four seats devoted to restaurant and/or cocktail lounge, plus one space for each employee on the maximum working shift.

f. Other places of assembly without fixed seats: one space for each fifty square feet of floor areas used for assembly, plus one space for each employee on the maximum working shift.

7. Educational Uses.

a. Public and private elementary and junior high schools: one space for each employee, plus

sufficient space for safe and convenient bus loading and unloading of students.

b. High schools: one space for each employee, one space for each ten students, plus sufficient space for safe and convenient bus loading and unloading of students.

c. Colleges: one space for each employee, plus one space for each five students enrolled.

d. Nursery schools and day care centers: one space for each employee, plus sufficient space for safe and convenient loading and unloading of students enrolled.

e. Business, professional and trade schools and colleges, and art, craft, music and dancing schools: one space for each employee, plus one space for each three adult students.

8. Public Uses.

a. City, County, special district, State and Federal administrative offices: one space for each employee, plus one space for each one thousand square feet of floor area.

b. Public buildings and grounds other than offices and educational uses: one space for each employee of the maximum working shift, plus the number of additional spaces prescribed by the city council.

9. Transportation Terminals and Facilities. Airports, heliports, bus depots, taxi stations, railroad stations and yards: one space for each employee on the maximum working shift, plus sufficient space for the loading and unloading of passengers.

10. Miscellaneous Uses. For a use not specified or covered by the above parking schedule, the same number of spaces shall be provided, as determined by the planning department, as are required for the most similar use.

11. Recreation Vehicle Parking Within Multi-Family Developments. Recreation vehicle parking shall not be permitted within multifamily developments unless confined to an area designed for the purpose enclosed by a security fence, and located where it will have the least visual impact on the site as a whole. RV parking within yard spaces

of individual dwelling units or multifamily structures shall be prohibited.

12. **Demonstrated Alternative Parking Requirements.** Notwithstanding the parking requirements of subsections (D)(2) and (3) of the above schedule, an applicant shall be entitled to submit a parking formula for consideration and approval by the city council which is based on a demonstrated satisfaction of parking requirements for the same or similar use at another location. Such alternative demonstration shall be submitted in writing, together with photographic and other evidence as may be necessary in support of the request. Evidence from a location outside of the city shall include a letter from the planning official having jurisdiction corroborating that the evidence supports the alternative formula.

E. Units of Measurement.

1. For purposes of this chapter, "floor area" shall mean that floor area used, or intended to be used, for direct service to the public as customers, patrons, clients or patients, or as tenants, including areas occupied by fixtures and equipment for the display and sale of merchandise. It shall not include areas used principally for nonpublic use, including storage or administrative offices incidental to a commercial use.

2. In outdoor or indoor places of assembly, in which patrons or spectators occupy benches, pews or other similar seating facilities, each twenty-four lineal inches of each seating facility shall be counted as one seat for purposes of calculating off-street parking requirements.

3. If, in the application of the requirements of this section, a fractional number of seats are obtained, one parking space shall be provided for a fraction of one-half or more, and no parking space shall be required for a fraction of less than one-half.

F. Change in Use, Additions and Enlargements. Whenever there is a change in use or increase in floor area, or change in other unit of measurement specified herein, and such change of increase creates a need for an increase in the num-

ber of off-street parking spaces by twenty percent or more, such increase in parking facilities shall be provided on the basis of the increased requirements of the new or enlarged use; provided, however, that in the event a change in use creates a need for an increase of two or less off-street parking spaces, no additional parking facilities shall be required.

G. Remodeling. No additional off-street parking facilities shall be required solely because of the remodeling of an existing use or building, unless there is a change in use, addition or enlargement for which additional facilities are required in accordance with subsection F of this section.

H. Mixed Uses. In the case of mixed uses, the total requirements for off-street parking shall be the sum of the requirements for the several uses computed separately. Off-street parking facilities for one use shall not be considered as providing required parking facilities for any other use except as herein specified for joint use and uses within integrated shopping centers and the Central Business District.

I. Joint Use. The director of community development may, upon written application by the owner or lessee of any property, authorize the joint use of parking facilities by the following uses and activities, and under the conditions specified herein:

1. Seventy-five percent of the parking facilities required for a use considered to be primarily a daytime use may be provided by the parking facilities of a use considered to be primarily a nighttime use, or the reciprocal; provided, however, that such parking area shall meet the conditions set forth for in-lieu payments in subsection (K)(3) of this section.

2. The following uses are typical daytime uses: banks, business offices, retail stores, personal services, manufacturing or wholesale uses and similar uses. The following uses are typical nighttime uses: dance halls, theaters, bars, auditorium and restaurants that only serve dinners.

3. The following are conditions required for joint use:

a. The building or use for which application is made for authority to utilize the existing off-street parking facilities provided by another building or use shall be located within two hundred feet from such parking facility.

b. The applicant shall show that there is no substantial conflict in the principal operating hours of the building or uses for which the joint use of off-street parking facilities is proposed.

c. If the building, structure or improvement requiring parking space is in one ownership and the required parking space provided is in another ownership, partially or wholly, there shall be a recording in the office of the county recorder of a covenant by such owners for the benefit of the city, in a form approved by the city, that such owner or owners will continue to maintain such parking space so long as said building structure or improvement is maintained by said owner within said city.

The covenant herein required shall stipulate that the title to and right to use the parcel or parcels upon which the parking space is to be provided will be subservient to the title to the premises upon which the building is to be erected and that said parcel or parcels are not and will not be made subject to any other covenant or contract for use without prior written consent of the city.

J. Common Facilities. Common parking facilities may be provided in lieu of the individual requirements contained herein, but such facilities shall be approved by the city council as to size, shape and relationship to sites to be served. The total of such off-street parking spaces, when used together, shall not be less than the sum required for the various uses computed separately, except as follows:

1. Where joint use is allowed.
2. When such common parking facility is to occupy a site three thousand square feet or more, a fifteen percent reduction in the total number of spaces shall be permitted.
3. Where the provisions of subsection (D)(2) of this section apply.

K. In-lieu Payments for Uses within the Central Business District. In lieu of furnishing the parking spaces and facilities required by the provisions of this section for uses within the central business district, the requirements thereof may be satisfied by electing one of the following options:

1. Payment to the City. Payment to the city of an amount of money, per parking space, for each parking space required by the provisions of this chapter, equal to fifty percent of the value of a parking space, which value shall be fixed annually by the city council based on the city's experience in the cost of developing municipal off-street parking facilities. The payments of such money shall constitute full compliance with the provisions of this section, and the city shall provide such spaces for the benefit of the public as part of, and through the expansion of, the city's municipal off-street parking program. The city shall construct, maintain and manage such spaces at such locations and at such times as will best benefit the public-at-large in accordance with the policies and programs of the off-street parking plan of the city as adopted by the council.

2. Construction of Parking. Construction of such off-street parking spaces and facilities as reasonably may be provided in view of the physical limitations of the property available for such purpose and the deposit of money with the city in accordance with the provisions, and under the terms of subsection (K)(1) of this section, for the remainder of the off-street parking spaces and facilities required by this section; or

3. Deposit of Money.

- a. With the consent of the council, the owner of the property or use for which twenty or more off-street parking spaces are required may deposit with the city an amount of money, per parking space for each parking space required by the provisions of this chapter, equal to seventy-five percent of the value of a parking space, which value shall be fixed annually by the council based on the city's experience in the cost of developing municipal off-street parking facilities.

b. The payment of such money shall constitute full compliance with the provisions of this section, and the city shall provide such spaces for the benefit of the public as a part of, and as an expansion of, the city's municipal off-street parking program. The city shall construct, maintain and manage such spaces within four hundred feet of the exterior boundaries of the property or use for which the spaces were originally required and within a time period determined by the mutual agreement of the depositor and the council.

c. Whenever a payment of money is made to the city in lieu of the provision of parking spaces and facilities required by this section, such money shall be deposited in a special fund and shall be used and expended exclusively for the purpose of acquiring and developing off-street parking facilities as an expansion of the city's municipal off-street parking program. The value of an off-street parking space, to be fixed annually by the council, shall be determined in such a manner that it will reflect reasonably the actual unit parking space costs to the city for the acquisition and development of parking facilities.

d. Whenever a payment of money is made to the city in lieu of the provision of parking spaces and facilities required by this section, the payment may be made in equal monthly installments, with interest, over the maximum period of time possible consistent with attaining the objectives of the city's municipal off-street parking program. The time period for such payment shall be stated in an agreement with the city for payment, with the first installment due and payable upon execution of the agreement with the city for such payment. No use permit shall become effective, nor shall any building permit be approved, where in-lieu payments are required, until such agreement has been duly executed. (Ord. 489 § 1 (part), 1999; Ord. 437 § 1 (part), 1989)

18.13.030 Standards for off-street parking facilities.

Off-street parking facilities shall conform to the following standards:

A. All parking areas shall have adequate ingress and egress to and from a street or alley. Sufficient room for turning and maneuvering vehicles shall be provided on the site. Bumper rails or other barriers shall be provided where needed for safety or to protect property, as determined by the public works director.

B. Entrances and exits to parking lots and other parking facilities shall be provided only at locations approved under site plan review procedures of this code*.

C. Each parking space shall be not less than twenty feet in length and nine feet in width, exclusive of aisles and access drives, except that up to forty percent of all spaces may be provided for compact cars with such spaces not less than seventeen feet in length and eight feet in width, and marked for compact cars. Spaces for the handicapped shall meet state standards.

D. Parking lot lighting shall be deflected away from abutting sites so as not to cause annoying glare to such sites.

E. No commercial repair work or servicing of vehicles shall be conducted on a parking site.

F. The parking area, aisles and access drives shall be paved so as to provide a durable, dustless surface and shall be so graded and drained as to dispose of surface water, with the design and specifications of such work subject to city standards and the approval of the director of public works.

G. The requirements of this section shall apply to all uses for which a site plan must be approved in accordance with the provisions of Chapters 18.17 and 18.18. (Ord. 437 § 1 (part), 1989)

* See Chapter 18.18 of this title.

18.13.040 Off-street loading facilities required.

In any district, in connection with every building or part thereof hereafter erected and having a gross floor area of ten thousand square feet or more, which is to be occupied by manufacturing, storage, warehouse, goods display, retail store, wholesale store, market, hotel, hospital, mortuary, laundry, dry cleaning or other uses similarly requiring the receipt or distribution by vehicles of materials or merchandise, there shall be provided and maintained, on the same parcel with such building, at least one off-street loading space, plus one additional off-street loading space for each twenty thousand square feet or major fraction thereof of gross floor area. (Ord. 437 § 1 (part), 1989)

18.13.050 Standards for off-street loading facilities.

Off-street loading facilities provided in compliance with Section 18.13.040 shall conform with the following standards:

A. Each loading berth shall be of a length and width, and shall have an overhead clearance sufficient to accommodate fully the maximum size of vehicles used in loading or unloading operations.

B. Sufficient room for the turning and maneuvering of vehicles shall be provided on the site.

C. Entrances and exits shall be provided at locations approved under site plan review procedures of this code.

D. The loading area, access drives and aisles shall be paved so as to provide a durable, dustless surface and shall be so graded and drained as to dispose of surface water, with the design and specifications of such work subject to city standards and approval of the public works director.

E. Bumper rails or other barriers shall be provided where needed for safety or to protect property, as determined by the public works director.

F. If the loading area is illuminated, lighting shall be deflected away from abutting sites so as not to cause annoying glare to such sites.

G. A loading area shall not be located in a required front yard. A loading area may be located in a required side or rear yard.

H. No commercial repair work or servicing of vehicles shall be conducted in an off-street loading area. (Ord. 437 § 1 (part), 1989)

18.13.060 Location of off-street parking and off-street loading facilities.

Off-street parking and off-street loading facilities shall be located on the same site with the use for which the berths are required or on an adjoining site, except that within the central business district as located within the CC district, off-street parking facilities may be located within four hundred feet of the use for which the spaces are required, measured by the shortest route of pedestrian access. No off-street loading space shall be required where buildings are served by a public alley. (Ord. 437 § 1 (part), 1989)

18.13.070 Screening, fencing and landscaping.

A. Where an off-street parking area in a C district adjoins a UR, RA, R, RM or PO district, an ornamental solid wall or fence, vine-covered open fence, or compact screening device, as may be required under "Site Plan Review", Chapter 18.18 of this title, shall be located on the property line common to such districts, except in a required front yard.

B. In an RM, PO, C or I district, not less than five percent of the interior of a parking area shall be landscaped with trees and other plant materials suitable for ornamentation.

Landscaped areas shall be distributed throughout the parking area to the extent practical in consideration of the size and design of the parking area. (Ord. 437 § 1 (part), 1989)

18.13.080 Existing uses.

No existing use of land or structure shall be deemed to be a nonconforming use solely because of the lack of off-street parking facilities or off-

street loading facilities prescribed in this chapter; provided, however, that facilities being used for off-street parking and off-street loading at the time of the adoption of the ordinance codified in this title shall not be reduced in capacity to less than the number of spaces or berths or reduced to less than the minimum standards prescribed in this chapter. Where an existing use is expanded, the parking requirements of this chapter shall apply only to the addition. (Ord. 437 § 1 (part), 1989)

18.13.090 Reduction of off-street parking and off-street loading facilities.

No off-street parking or off-street loading facilities provided for a use of land or structure in compliance with this chapter shall be reduced in capacity or in area without sufficient additional capacity or additional area being provided to comply with the regulations of this chapter. (Ord. 437 § 1 (part), 1989)

18.13.100 Exceptions to off-street parking and off-street loading requirements.

None of the provisions of this title which require the provisions of off-street parking and off-street loading spaces in connection with the use of property for commercial or industrial purposes shall apply to any parcel of property which is located within any vehicle parking district hereafter formed and existing under the provisions of any parking district act approved by the city council, and where parking and loading facilities provided by such district are determined by the city council to be adequate to serve the district. (Ord 437 § 1 (part), 1989)