

- 1.0** *The Specific Plan as Planning Tool*
- 2.0** *Community Context & Integration*
- 3.0** *Land Use Master Plan*
- 4.0** *Transportation & Circulation*
- 5.0** *Master Landscape Plan*
- 6.0** *Community Design & Land Use*
  
- 7.0** **Parking Regulations**
  
- 8.0** *Sign Regulations*
- 9.0** *Community Lighting Regulations*
- 10.0** *Infrastructure & Public Utilities*
- 11.0** *Design Review*
- 12.0** *Implementation*

## 7.0 PARKING REGULATIONS

The purpose of this Section is to provide for sufficient parking and loading spaces for all land uses and to assure the provision and maintenance of safe, adequate and well-designed parking facilities. It is the intent of this section that the number of parking spaces shall be in proportion to the need created by the particular type of use & use area. The standards for parking facilities are intended to reduce street congestion and traffic hazards, promote vehicular and pedestrian safety and the efficient use of land.



Parking and loading areas shall be established in a manner which will promote compatibility between parking facilities and surrounding neighborhoods, protect property values and enhance the environment through good design by providing such amenities as landscaping, walls, fencing and setbacks, improve the appearance of parking lots, yards, uncovered sales areas and buildings, control heat, wind and air pollutants, minimize nuisances, and promote aesthetic values and the general well-being of the residents of the Specific Plan area. Parking shall be provided in accordance with this section when the building or structure is constructed or the use is established.

Parking facilities may be phased to coincide with the demand for parking. Interim parking will be subject to the demand requirement, however, improvements will be installed at the discretion of the planning department. Areas which will eventually require structured parking may utilize interim surface parking within vacant lots, provided an agreement is made among the affected property owners and the city.

## 7.1 General Provisions

All required parking, loading spaces and driveways shall be maintained in good condition and available for its intended use as long as the use for which it was required continues to operate or exist. Except within in residential garages, no storage shall encroach into required parking or loading space or driveway, and no vehicles shall be continuously parked in these areas, and all vehicles utilizing the parking areas shall be operable and have current registration.

### *A. Calculations*

Where calculations of the number of spaces required results in a fractional number, the next higher whole number shall be used.

In the cases of mixed use in a building or on a lot, the total requirements for off-street parking shall be the sum of the requirements for the various uses computed separately, except for shared parking as described in Section 7.7.

### *B. Garages*

When a garage is specifically required, or provided to meet required parking, entry doors shall be maintained in an operable condition at all times, and no structural alteration or obstruction shall be permitted within the required parking area which would reduce the number of required parking spaces. Use of garages shall be limited to vehicular and general storage purposes only and shall not conflict with any applicable building, housing, or fire codes.

*C. Use of Vacant Lots*

Vacant lots, privately owned lots, and parking lots of commercial and industrial businesses shall not be used for the advertising and sale of motor vehicles, boats or trailers, or similar property unless they are duly licensed by the City to do so, except that occupied private property may be used for the sale of personal vehicles of the property owner's providing not more than one vehicle may be displayed which is not otherwise prohibited by this Chapter and subject to the provisions of Section 8.0, "Sign Regulations."

No vehicle, boat, trailer or similar shall be parked or stored on any vacant or undeveloped property in any area, unless it is associated with the construction, sales or leasing or a development of Porta Bella.

**7.2 Number of Parking Spaces Required**

The following minimum numbers of off-street parking spaces shall be provided in accordance with this Section for all new building or uses, and when any building or use is altered, extended, changed, or intensified:

*A. Residential Uses*

- (1) Single-family detached and attached dwellings: Two enclosed spaces per dwelling.
- (2) Multi-family developments: One covered space and one half uncovered space per dwelling, plus one half space for each dwelling with more than one bedroom and one guest space for each five dwelling units in the project.
- (3) Senior Citizen Housing: Eight-tenths space per dwelling unit.

*B. Places of Assembly*

Auditoriums, house of worship, theaters, community center, performing arts center and places of assembly: One space per each four seats. Where there are no fixed seats, one space per thirty-five square feet of floor area in places of assembly. Where fixed seats consist of pews or benches, eighteen lineal inches of pew or bench shall be considered one seat.

*C. Recreation Facilities*

- (1) Game courts, such as tennis and racquetball: two spaces for each court.
- (2) Stadium tennis courts: One space for each three seats, and/or, one space for each 21 square feet of grass slope seating, and/or, one space for each 54 inches of bench for bench seating.
- (3) Golf driving range: one space for each tee, plus one space for each employee.
- (4) Local Public Parks of less than fifteen acres not shared with an adjacent school: two spaces per acre of park with less than ten percent slope. If clearly marked on-street parking is available adjacent to a park-site, those spaces may be utilized to meet the parking requirements.

*D. Lodging Facilities*

Hotels and motels: One space per room or suite, plus one space per every three employees on the largest workshift.

*E. Restaurants*

Fast Food: One space per eighty square feet gross area.

Sit Down: One space per one-hundred square feet gross area.

*F. Private Schools*

(1) Elementary Schools: One space per teacher and staff member, plus one space per two classrooms.

(2) Day Care: One space per each employee plus one space for each ten children the facility is designed to accommodate.

*G. Offices*

Three spaces for each 1,000 square feet of gross floor area

*H. Medical Related*

One-space per each 250 square feet of gross floor area.

*I. Retail/Commercial*

One space per each 250 square feet of gross floor area.

One space per each 500 square feet in the Town Center and Soledad mixed use area.

*J. Service*

One space per each 350 square feet of gross floor area.

**7.3 Size of Parking Spaces and Required Aisle Width**

Parking spaces shall have the following minimum clear dimensions and aisle width as indicated below:

(1) For multi-car commercial parking structures or carports the minimum width for standard size parking stalls shall be 9-1/2 feet; for compact cars, the minimum width shall be 8-1/2 feet;

(2) Open or uncovered spaces with side abutting a wall, building, fence, or other obstruction shall be two feet wider than the standard required width.

(3) Parking space length may include a two foot allowance for vehicle overhang of curb or landscape areas.

(4) The required dimensions of a commercial parking structure or carport shall be measured from the interior of the structure or carport.

(5) A maximum of 40 percent of the total number of parking spaces may be compact spaces.

(6) Parking for the handicapped shall be provided in accordance with State and local requirements.

(7) Recreational vehicles, including boats & trailers, shall not be parked on any street for more than 72 continuous hours. Recreational vehicles shall not be allowed to remain in front yard driveways for more than 72 continuous hours. Short-term visitors are excepted to this provision.

(8) Permanent RV parking will only be permitted in the side or rear yards where specifically improved for such parking.

#### **7.4 Loading Space Requirements**

(1) Loading areas shall be designed to provide for backing and maneuvering on-site and not from a public street, except in the Town Center and Rail Station mixed use districts where such maneuvering may be permitted subject to review by the City Planner;

(2) Loading areas shall not encroach into landscape setbacks;

- (3) All loading areas shall be screened from adjacent parcels and streets by a combination of screenwalls, landscaping and/or portions of the building. If the adjoining portion of the parcel is also a loading area, screening may be eliminated subject to review by the City Planner;
- (4) Loading area shall be located away from public view, usually to the side or rear of the building;
- (5) Loading areas shall be of a minimum 12' x 24' in dimension.

#### **7.5 Drive-Through Establishments**

Notwithstanding any other provisions of this chapter, additional vehicle stacking spaces shall be provided for all establishments having vehicle pick-up windows as follows:

- (1) A drive-through lane with a minimum stacking for six vehicles shall be provided at twenty feet per vehicle. These cars may be counted towards the parking requirements of the development.
- (2) The drive-through lane shall be designed such that it will not interfere with free and orderly circulation of the parking lot;
- (3) The drive-through lane shall not encroach upon or block drive-ways or parking spaces and shall be separated from adjoining drive-ways, parking spaces, and property lines by a landscaped planter a minimum of five feet in width.



## **7.6 Shared and Off-Site Parking**

The shared parking design criteria, methodologies and procedures put forth in the publication, *Shared Parking: A Study Conducted Under the Direction of the Urban Land Institute*, by Barton Aschman Associates, Inc., and published in 1987 by the Urban Land Institute (International Standard Book #0-87420-9 and Library of Congress Card Catalog Number 83-51648) ("ULI Criteria") shall be considered acceptable within the non-residential districts.

The incorporation of shared parking into commercial districts shall be made at the time of the approval of the accompanying, discretionary development permit.

In the event of a mix of uses is not readily identifiable by ULI criteria, the Planning Department may utilize reliable parking standards presented by the client or the city staff.

Parking lots for buildings used principally on holidays (e.g. religious buildings) must be graded, compacted and planted, but may be left unpaved.

Some building sites may be set aside for temporary parking on an interim basis by Conditional Use Permit.

## **7.7 Circulation and Parking Space Layout**

All parking areas (except parking structures) shall be designed as follows:

(1) The location and dimensions of aisle areas adjacent to parking spaces shall be arranged in accordance with the minimum parking standards required in this Section.

- (2) For all uses other than one-family and two family dwellings located in residential districts, parking shall be arranged so as to permit vehicles to move out of the parking area without backing onto a public street. This provision may be waived in the Town Center area.
- (3) Tandem spaces shall be allowed in single family detached and paired dwellings.
- (4) No two-way drive aisle shall be less than twenty feet where there is no adjacent parking, and no less than 24' where adjacent parking occurs. No one-way drive aisle shall be less than twelve feet where no parking occurs.
- (5) All parking shall be designed to provide complete and through circulation wherever possible. Adequate turning radii and turnarounds shall be provided for emergency vehicles and trash delivery trucks.
- (6) Residential parking spaces should be located within two hundred feet of the use which they are intended to serve. For non-residential uses, this may be extended to four hundred feet. Designated employee parking may exceed this distance.
- (7) For any structure which extends above a drive aisle, the minimum vertical clearance shall be fourteen feet.
- (8) No "circular" or "club" style driveways shall be allowed within residential front yard setbacks. Pavement should be kept to a minimum.
- (9) Hammerheads & turnarounds for loading shall be permitted if found acceptable by the Fire Department.

### **7.8 Surface of Parking Area**

The following standards shall apply to all parking areas required by this Section:

(1) The flooring material for commercial parking structures and carports in all districts shall be concrete, asphalt or acceptable alternative as determined by the City Planner.

(2) All principle parking, loading spaces, and driveways shall be paved and maintained in good repair and safe condition. Porous paving and other permeable surfaces are encouraged, and may be approved by the City Planner. Areas which are primarily utilized for holiday and special event parking shall be graded, compacted and planted, however may be left unpaved.

(3) With the approval of the City Planner, paving of driveways within the Single Family areas may be substituted with a non-dusting gravel or similar.

(4) Except for single family and two family residences, all off-street parking and loading spaces shall be marked by stripes not less than four inches wide painted on the surface area, or by similar means as approved by the City Planner.

### **7.9 Lighting of the Parking Areas**

Adequate parking lot lighting for security purposes shall be required and maintained to effectively illuminate the parking area of all developments, except for single-family and paired single family dwellings. Lighting shall be located and designed so as to minimize the direct glare of light shining onto adjacent property, streets, or into

the sky above a horizontal plane passing through the luminary. Further discussion regarding the illumination of developments is included in Section 9.0, Lighting Standards & Guidelines.

#### **7.10 Parking and Storage of Commercial Vehicles**

For the purpose of this section, "commercial vehicle" shall mean a vehicle or trailer used or maintained for the transportation of persons for hire, compensation or profit, or used and maintained primarily for the transportation of property, including, but not limited to, tractors, vans, trailers, panel trucks, dump trucks, but excluding vans and pickups with wheel bases less than one-hundred and fifty inches.

(1) Parking or storing of commercial vehicles in residential districts for any length of time is prohibited, except that commercial vehicles may park for the purpose of making pickups and deliveries of materials or persons from or to any building or site.

(2) Commercial vehicles shall not be parked or stored on vacant or undeveloped property in any district unless associated with ongoing construction of the site.

#### **7.11 Landscaping of Parking Areas**

Landscaping of parking areas shall be as described in Section 5.0 Master Landscape Plan. Landscape of these areas is important to 1) improve the aesthetic of the lot, 2) create a more pedestrian scale to the lot, 3) reduce the amount of urban heat generation caused by large expanses of unshaded surface, and 4) provide areas which may be utilized for water run-off absorption.