

# Parking and Loading

## 21.03.020 Off-street parking and loading.

A. Purpose. The purpose of this section is to ensure that sufficient off-street parking and loading areas are provided and properly designed and located in order to meet the parking and loading needs of specific uses and to protect the public health, safety and welfare.

### B. Regulations for Off-Street Parking.

1. Off-street parking shall be provided according to the provisions of this section for:
  - a. Any new structure;
  - b. Any new use;
  - c. Any addition to, or change in the use of, a structure. The additional off-street parking shall be required only for the addition or change of use and not for the entire structure or use, except when the addition expands the original structure by twenty-five percent or more or when the change in use involves twenty-five percent or more of the area of the original use, then the parking area for the entire structure or use shall be brought into conformance with this section.
2. Required off-street parking shall be provided on the same parcel as the structure or use for which the parking is required, unless reciprocal parking or other arrangement is authorized pursuant to this title.
3. Required off-street parking shall be maintained in accordance with the requirements of this section for the duration of the use.
4. Required off-street parking shall be used exclusively for the temporary parking of vehicles and shall not be used for the sale, display, repair or storage of vehicles, merchandise or equipment or for any other use, unless authorized pursuant to this title.

### C. Development Standards.

#### 1. Parking Stall Dimensions.

Parking Stall	Width	Depth
Standard	9'	20'
Standard, adjacent to a side wall	10'	20'
Parallel*	10'	25'
Compact	8'	17'

\* Smaller parallel parking stalls may be permitted depending upon location, street width and traffic flow, driveway width, and other safety considerations to accommodate additional landscape areas subject to approval of the city engineer.

#### 2. Parking Aisle Widths.

Angle of Parking Stall	Aisle Width One-Way	Aisle Width Two-Way
Parallel	14'	18'
30 degree	14'	18'
45 degree	18'	20'
60 degree	18'	20'
90 degree	26'	26'

3. Compact Parking Stalls. For any use that provides more than ten open parking stalls, a maximum of twenty-five percent of the parking stalls in excess of ten may be compact parking stalls. All compact parking stalls shall be clearly marked: "COMPACT."
4. Handicapped Parking. Handicapped parking shall be provided in accordance with the requirements and standards as specified by the state of California.
5. Location of Parking Stalls. Parking stalls shall not be located in any required yard setback that is adjacent to a public right-of-way, except alleys.
6. Paving. Parking stalls and aisles shall be paved and maintained with asphaltic concrete or other materials approved by the city engineer.
7. Landscaping.
  - a. The parking area shall include landscaping equivalent to at least five percent of the total lot area. Setback areas required to be landscaped by other sections of this title shall not be considered part of the required five percent landscaping.
  - b. Parking area landscaping shall include a minimum of one twenty-four-inch box tree for every three parking stalls and appropriate ground cover. Such landscaping shall be located throughout the parking area and planted according to the city forester's recommendations.
8. Screening. Parking areas shall be screened from public rights-of-way and adjacent land uses. Screening may consist of walls, fences, landscaping, berms or any combination to form an opaque screen three feet in height within the front or street side yard setback and six feet in height behind the front or street side yard setback as measured from finish grade. Parking areas may be lowered in grade to reduce the screening height requirements.
9. Striping. Abutting parking stalls shall be separated by double four-inch-wide stripes painted white or by other means approved by the department. All aisles, approach lanes and turning areas shall be clearly marked with directional arrows and lines as necessary to provide for safe traffic movement.
10. Lighting. Parking areas shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be in scale with the height and use of buildings. Any illumination shall be directed away from adjacent properties and public rights-of-way. Low level lighting shall be used where possible.
11. Noise. Parking areas, including driveways and loading areas, used for primary circulation and for frequent idling of vehicle engines shall be designed and located to minimize the impact of noise on adjacent properties.
12. Safety Features. Parking areas shall meet the following standards:
  - a. Safety barriers, protective bumpers, curbs and directional markings shall be provided to ensure pedestrian/vehicular safety, efficiency, protection of landscaping, and prevention of encroachment onto abutting property.
  - b. Visibility of pedestrians, bicyclists and motorists shall be provided when entering individual parking stalls, when circulating within a parking area, and when entering or leaving a parking area.
  - c. Circulation patterns and the location and direction of access drives shall be designed and maintained in accordance with accepted principles of traffic engineering and traffic safety.
13. Design Standards.
  - a. The circulation system shall be designed to provide separate vehicular and pedestrian circulation systems.

- b. Common driveways shall be provided when possible.
- c. Angled parking shall be provided when possible.
  
- d. Parking stalls shall not abut buildings. Parking areas shall be separated from buildings by raised concrete walkways and/or landscaping.
- e. Reciprocal parking and access agreements between adjacent properties shall be provided when possible.
- f. Vehicle access shall be provided along side streets when possible to minimize pedestrian/vehicular conflicts.
- g. Vehicle access shall be minimized and located as far as possible from street intersections to provide adequate stacking.
- h. Parking areas and pedestrian circulation shall be visible from buildings, especially entrances.
- i. The circulation system shall be designed so that pedestrian circulation will be parallel with vehicle traffic.
- j. The circulation system shall be designed to minimize the need for pedestrians to cross parking aisles and landscape areas.
- k. The circulation system shall be designed to provide pedestrian links between buildings and the street sidewalk system.
- l. The circulation system shall include adequate directional signs for entrances, exits, parking areas, loading areas, and other areas.

D. Single-Family Residence Standards.

- 1. Dwelling Unit Parking. For each single-family residence unit there shall be a minimum of two parking stalls located within a garage.
- 2. Location of Carports. Carports that are not an integral part of the main residence shall be located no closer than forty feet to any street and no closer than the residence to any adjacent street.
- 3. Driveways. A paved driveway shall be provided from a street or alley to garages and carports. Each driveway shall have a minimum vertical clearance of eight feet and a minimum width of eight feet.
- 4. Vehicle Backout. A minimum unobstructed distance of twenty-five feet shall be provided for vehicle backout from garages, carports and other parking stalls as measured to a street or the opposite side of an alley.

E. Multiple-Family Residence Standards.

- 1. Dwelling Unit Parking.
  - a. For each dwelling unit, there shall be one parking stall within a garage and one parking stall which may be open or covered, i.e., carport, or two spaces within a garage.
  - b. Dwelling units having more than two bedrooms shall increase parking by two-tenths of a parking space for each bedroom in excess of two in each unit. Whenever the computation of the required number of parking stalls results in a fraction, the next higher whole number shall be the required number of parking stalls. See subsection (E)(3) for example.
  - c. Tandem parking may be permitted when stalls are assigned to the same dwelling unit, but may not be permitted for guest parking. Tandem parking may be located within a garage, or on a driveway which leads to a garage, carport or open parking stall and does not impede vehicular and/or pedestrian traffic.

d. Whenever the computation of the required number of parking stalls results in a fraction, the next higher whole number shall be the required number of parking stalls. For example, a multiple family development consisting of four units with three bedrooms each shall have 8.8 required parking stalls and 1.6 guest parking stalls. The 8.8 would change to nine required parking stalls and the 1.6 would change to two guest parking stalls.

e. For each dwelling unit, there shall be storage area provided in the required garage of one hundred fifty cubic feet plus an additional fifty cubic feet of storage for each additional bedroom over two bedrooms per unit. The storage area shall be designated for each unit.

2. Handicapped Parking. For each dwelling unit designed to accommodate the physically handicapped, the required parking shall be designed for the handicapped as required by the state of California.

3. Guest Parking. For every dwelling unit, there shall be a minimum of four-tenths covered or open parking stalls, or a combination of open and covered parking stalls, for guest parking. Whenever the computation of the required number of guest parking stalls results in a fraction, the next higher whole number shall be the required number of parking stalls. For example, a multiple-family development consisting of three units with three bedrooms each shall have 6.6 required parking stalls and 1.2 guest parking stalls. The 6.6 would change to 7 required parking stalls and the 1.2 would change to two guest parking stalls.

Guest parking stalls shall be provided with permanent signs identifying them as guest parking stalls and shall be maintained at all times for guest parking.

4. Driveways. The minimum width of driveways shall be sixteen feet for one to fifteen units and twenty-six feet for sixteen or more units. Driveways shall have a minimum vertical clearance of eight feet.

5. Vehicle Backout. A minimum unobstructed distance of twenty-five feet shall be provided for vehicle backout from garages, carports and other parking stalls as measured to a street or the opposite side of an alley.

6. Senior Housing. For each senior housing unit, there shall be one parking stall enclosed in a garage and one hundred fifty cubic feet of additional storage area provided in the required garage. The storage area shall be designated for each unit. For each two senior housing units, there shall also be at least one open or covered guest parking space.

F. Mobilehome Park Standards. For every four mobilehome sites, or fraction, there shall be a minimum of nine open parking stalls.

G. Commercial, Institutional, Recreational and Industrial Use Standards.

1. The required number of parking stalls shall be provided for each use as specified below. For mixed uses, the required number of parking stalls shall be the sum of the number of parking stalls required for the individual uses computed separately. Whenever the computation of the required number of parking stalls results in a fraction, the next whole number shall be the required number of parking stalls for the use. Reserved or designated parking stalls are prohibited.

Use	Required Number of Parking Stalls
Animal care facilities	One for each 250 square feet of gross floor area
Arcades	The number shall be established by a parking study as prescribed in Section 21.03.020(H)
Automotive services: repair, full service stations, and washes	One for each 250 square feet of gross floor area, but not less than 7, plus one for each employee
Automotive services: self-service stations	One for each 350 square feet of gross floor area, but not less than 2
Building and landscape materials	One for each 250 square feet of interior retail space and one for each 2,000 square feet of exterior retail/storage area
Child day care centers	One for each 15 children and one for each employee
Churches, theaters, clubs, auditoriums, lodge halls and other places of fixed assembly	One for each 4 permanent seats in the main assembly area and one for each 40 square feet of seating area in the main assembly area where temporary or moveable seats are provided
Community care, convalescent, nursing and assisted living facilities	One for each 3 beds and one for each 3 employees
Convenience stores in conjunction with service stations	One for each 250 square feet of gross floor area, but not less than 7, plus one for each employee
Hospitals	One for each patient bed
Hotels and motels	One for each guest room, one for each manager's unit and one 15' x 35' stall reserved for recreational vehicles for each 15 rooms
Libraries and museums	One for each 500 square feet of gross floor area
Manufacturing, industrial and wholesale uses	One for each 500 square feet of gross floor area for the first 10,000 square feet and one for each 1,000 square feet of gross floor area thereafter
Medical office/medical clinic	One for each 200 square feet of gross floor area, but not less than 8
Offices	One for each 250 square feet of gross floor area, but not less than 8
Recreation and sports facilities, gyms, spas and health and fitness centers	The number shall be established by a parking study as prescribed in Section 21.03.020(H)
Restaurants and other places where food or beverages are served	One for each 100 square feet of gross floor area
Retail sales and services	One for each 250 square feet of gross floor area
Retail sales and services, including shopping centers, with over fifty thousand square feet of gross floor area	One for each 250 square feet of gross floor area or the number may be established by a parking study as prescribed in Section 21.03.020(H)
School, educational	One for each employee, one for each 20 elementary and junior high school students; one for each 5 senior high school students; and 10 for each 20 college classrooms
School, vocational	One for each 2 students and one for each employee
Swap meet, indoor	The number shall be established by a parking study as prescribed in Section 21.03.020(H)
Warehousing	One for each 1,000 square feet of gross floor area for the first 5,000 square feet of gross floor area. One for each 2,000 square feet of gross floor over 5,000 square feet, plus one for each vehicle stored on the premises
Uses not otherwise specified in this subsection	The number shall be established by a parking study as prescribed in Section 21.03.020(H)

2. Drive-Through Businesses. A stacking space at least one hundred twenty feet long and ten feet wide with eight feet of vertical clearance shall be provided for drive-through businesses. The stacking space shall not block any parking stalls or any portion of a traffic lane.
3. Driveways. The minimum width of driveways shall be twenty-six feet. Driveways shall have a minimum vertical clearance of eight feet.

H. Parking and Loading Study.

1. The director may require a parking and loading study. The parking and loading study shall be submitted to the director for approval. The action of the director shall be final unless appealed as prescribed in Section 21.01.030(F) of this title.
2. The parking and loading study shall be prepared by a registered traffic engineer. The study shall describe all proposed uses and show the recommended number and layout of parking stalls and loading areas including:
  - a. Standard, compact and handicapped parking stalls and the basis for the number of parking stalls proposed in each category;
  - b. Access;
  - c. Driveways, aisles and circulation patterns;
  - d. Landscaped areas;
  - e. Signs;
  - f. Such other information as the director may deem necessary to adequately and completely describe the plan.
3. The plan shall be approved as submitted or with conditions if the following findings are made:
  - a. The parking and loading plan will adequately provide for the parking and loading needs of the development;
  - b. The parking and loading plan will not adversely affect traffic patterns;
  - c. The parking and loading plan will not be detrimental to the public health, safety or welfare.

J. Off-Street Loading Standards. Every nonresidential use shall have permanently maintained off-street loading spaces pursuant to the following provisions.

1. The following minimum number of loading spaces shall be provided for each use:
  - a. Commercial, institutional, hospital and senior group housing uses:

Gross Floor Area	Spaces Required
Less than 5,000 sq. ft.	None
5,000—20,000 sq. ft.	One
Each additional 20,000 sq. ft.	One additional, maximum of 6

- b. Office uses:

Gross Floor Area	Spaces Required
Less than 10,000 sq. ft.	None
10,000—40,000 sq. ft.	One
Each additional 20,000 sq. ft.	One additional, maximum of 4

c. Wholesale, warehousing, and industrial uses:

<b>Gross Floor Area</b>	<b>Spaces Required</b>
Less than 10,000 sq. ft.	One
Each additional 20,000 sq. ft.	One additional

d. Requirements for uses not specifically listed shall be determined by the director based upon the requirements for comparable uses and upon the particular characteristics of the proposed use.

2. The following design standards shall apply to all off-street loading spaces:

a. Dimensions. Required loading spaces shall be not less than fifteen feet in width, fifty feet in length, with fourteen feet of vertical clearance.

b. Lighting. Loading spaces shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be in scale with the height and use of buildings. Any illumination shall be directed away from adjacent properties and public rights-of-way. Low level lighting shall be used where possible.

c. Location. Loading spaces shall be located and designed to ensure that all vehicular turning maneuvers occur on site. Loading spaces shall not be located in any required yard setback that is adjacent to a public right-of-way.

d. Screening. Loading areas adjacent to residentially zoned property shall have a six-foot-high solid architecturally treated wall with a stucco or equivalent finish or material approved by the director.

e. Striping. Loading areas shall be striped indicating the loading spaces and identifying the spaces for loading only. The striping shall be maintained in a clear and visible manner.

f. Surfacing. Loading areas shall be surfaced with a minimum thickness of four inches of asphaltic concrete over a minimum thickness of six inches of an aggregate base material or as otherwise approved by the city engineer.

K. Accessory Dwelling Unit Standards. Accessory Dwelling Unit Replacement Parking.

1. Parking is not required for an accessory dwelling unit;

2. When a garage, carport, or covered parking structure is converted to an accessory dwelling unit, required off-street parking spaces shall be replaced on the same lot as the accessory dwelling unit, as covered spaces, uncovered spaces, or tandem spaces, or by the use of mechanical automobile parking lifts. Replacement parking spaces shall not be allowed in any required yard setback that is adjacent to a public right-of-way, except alleys.