



Off-Street Parking and Loading

Off-Street Parking and Loading - Section 9103.07

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9103.07.010 Purpose and Intent

This Section establishes regulations to:

- A. Regulate off-street parking and loading to minimize traffic congestion and hazards to motorists, bicyclists, and pedestrians; B.
Provide off-street parking in proportion to the needs generated by different land uses;
- C. Ensure access to projects by emergency response vehicles; and
- D. Ensure that parking areas are designed to operate efficiently and effectively and in a manner compatible with on-site and surrounding land uses.

9103.07.020 Applicability

- A. All terms defined in Division 9 (Definitions), except as provided, shall apply to this Section. The minimum off-street parking spaces established in this Section shall be provided for new construction or intensification of use, and for the enlargement or increased capacity and use of land.
- B. All required parking spaces shall be maintained in connection with the building or structure and use of land. The regulations within this Section apply:
 - 1. At the time of the erection of any building and/or structure; or
 - 2. Before the time any building or structure is enlarged or increased in capacity by adding dwelling units, guest rooms, floor area or seats; or
 - 3. At a time that a usage requiring a higher number of parking spaces than the existing or previous use is applied.

- C. Nothing in this Section shall be deemed to limit the power of the Director, Commission, or Council, acting either on its own or on appeal, to require parking of increased numbers or alternative types and arrangements as part of the conditions of approval to a discretionary permit or to mitigate environmental impacts.

9103.07.030 Permit Requirements

- A. **New Parking Lots.** New parking lot design shall be reviewed as part of the building permit process and any other land use or development permit process required for a project. A site plan of the premises shall be required for all new parking. The site plan shall be submitted to the Director in conjunction with the required permit(s) and shall include sufficient detail to determine compliance with the provisions of this Section. The site plan shall be approved, modified, and/or denied through the normal process of approving, modifying, and/or denying the permit causing the submission of the site plan or other discretionary permit.
- B. **Modification of Existing Parking Lots.** Except otherwise stated in this Section, modification or improvement to an existing parking lot which impacts the parking space layout, configuration, and/or number of stalls shall require the review and approval by the Director of a Site Plan and Design Review pursuant to the requirements of Section 9107.19 (Site Plan and Design Review).

9103.07.040 Exemptions

- A. **Modification of Existing Lots.** The following parking lot improvements shall be considered minor in nature, as long as the number and/or configuration of parking stalls are not altered. These improvements shall be exempt from permit requirements, except for permits that may be required by the Building Official.
 1. Repair of any defects in the surface of the parking area, including holes and cracks.
 2. Resurfacing, slurry coating, and restriping of a parking area with identical delineation of parking spaces.
 3. Repair or replacement of damaged planters and curbs in the same location.
 4. Installation of parking stalls reserved as accessible parking stalls in compliance with the Americans with Disabilities Act (ADA), and any required ADA passenger loading areas.

9103.07.050 Off-Street Parking for Residential Uses Amended by Ord. No. 2347

- A. **Number Required.** Unless off-street parking reductions are allowed in compliance with provisions identified, off-street parking spaces shall be provided in compliance with Table 3-3 (Off-Street Parking Requirements: Residential Uses). These standards shall be considered the minimum required to preserve the public health, safety, and welfare of the community. An increase or decrease in the parking requirements may be determined by the Review Authority in particular circumstances where these requirements are inadequate for a specific project. These cases shall be determined through a parking study as outlined in this Division.
- B. **Off-Street Parking Requirement Calculations.** Table 3-3 (Off-Street Parking Requirements: Residential Uses) establishes the off-street parking requirements for number of spaces. Except as otherwise specifically stated, the following rules apply:
 1. "Square feet" or "sf" shall mean "square feet of floor area" and refer to floor area as defined in Division 9 (Definitions), unless otherwise specified.
 2. Any fractional parking space greater than or equal to one-half shall be rounded to the next whole number. If the fraction is less than 0.49 of a space, the total number of spaces shall be rounded down to the nearest whole number.
- C. **Off-Street Residential Parking Requirements for Residential Uses**
 1. **Uses Not Listed.** The number of parking spaces required for land uses not specifically listed shall be determined by the Director based on common functional, product, or compatibility characteristics and activities. The determination is considered a formal interpretation of the Development Code and shall be decided and recorded accordingly. The interpretations shall have the same force of law as the provisions of this Section. Any inclusion of land uses in this Section shall be defined and included in Division 9 (Definitions), and shall be included in the land uses in Division 2 (Zones, Allowable Uses, and Development Standards).

**Table 3-3
Off-Street Parking Requirements:
Residential Uses**

Land Use	Minimum Parking Spaces Required
Single-Family Dwellings (Attached and Detached) and Two-Family Dwellings	<ul style="list-style-type: none"> • 2 spaces per dwelling unit in a garage for units less than 5,000 square feet in size with up to 4 bedrooms • 3 spaces per dwelling unit in a garage for units 5,001 square feet or more in size and/or with 5 or more bedrooms ⁽¹⁾
Accessory Dwelling Unit	1 space, covered or uncovered, per accessory dwelling unit or number of bedrooms in the accessory dwelling unit, whichever is greater ⁽²⁾
Multifamily Dwellings	For the R-2, R-3 and R-3-R Zones: <ul style="list-style-type: none"> • 2 covered spaces per unit, plus guest parking as follows: • 1 guest parking space per each 2 units
Mixed Use Units	1.5 spaces per unit and 1 guest space for every 3 units
Live/Work Units	1 space per unit and 1 space per 1,000 square feet of nonresidential floor area
Senior Housing (when restricted to age 62 and older)	For senior affordable apartment housing: 1 space per unit, and 1 guest space for every 4 units for assisted living facilities: 1.5 spaces per unit For senior market rate housing: 2 spaces per unit

Notes:

(1) A tandem parking space may be allowed to satisfy the third required, or any non-required, parking space, subject to Design Review approval.

(2) Parking standards shall not be imposed on an accessory dwelling unit in any of the following circumstances:

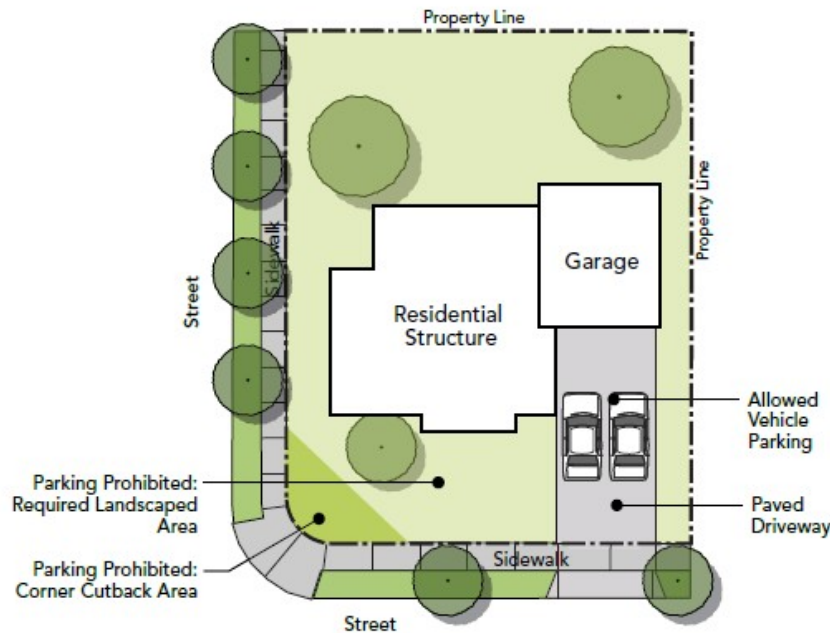
- a. The accessory dwelling unit is located within one-half mile of public transit
- b. The accessory dwelling unit is located within an architecturally and historically significant historic district
- c. The accessory dwelling unit is part of the existing primary residence or an existing accessory structure
- d. When on-street parking permits are required but not offered to the occupant of the accessory dwelling unit
- e. When there is a car sharing vehicle located within one block of the accessory dwelling unit

2. **Residential Use: When Required Covered or Garage Parking Cannot Be Provided.** Apart from the requirements for parking in a garage contained in Table 3-3 (Off-Street Parking Requirements: Residential Uses) for residential uses, wherever required covered or garage parking cannot be provided due to physical limitations on a property, an alternative parking arrangement for the remaining required parking can be arranged by the approval of an Administrative Modification subject to the requirements of Section 9107.05 (Administrative Modifications).

D. Parking Location

1. Parking spaces shall be designed, constructed, and maintained in a manner that does not preclude direct and free access to stairways, walkways, elevators, any pedestrian way, and fire safety equipment.
2. Vehicle parking (and access thereto) shall be provided on a permanently paved surface.
3. When required off-street parking spaces are provided on a separate lot from the building or land use, Subsection 9103.07.090 (Shared/Joint Use and Off-site Parking) shall apply.

**Figure 3-14
Single-Family Parking Location Requirements**



E. Residential Parking Location—Specific Requirements

1. R-M Zone

- a. A garage or carport opening directly upon a side street shall be located not less than 20 feet from the street side lot line.

2. R-0 and R-1 Zones

- a. Required parking spaces shall be provided on the same site as the main building in an enclosed garage. Each parking space provided beyond the minimum required shall also be within an enclosed garage.
- b. Each required parking space shall be in a garage located behind the required front setback and shall be served by a driveway no less than nine feet in width, except as a specified in Section 9103.07.050.D.
- c. Only one driveway shall lead to an enclosed garage, unless it is a circular driveway.
- d. Below grade or subterranean parking spaces shall not be allowed unless an Administrative Modification is granted pursuant to Section 9107.05 (Administrative Modifications). Not more than one story below grade shall be allowed.
- e. On lots less than 100 feet in width, no more than 16 linear feet of garage openings facing the front and/or street setback areas shall be allowed. On lots 100 feet or greater in width, no more than 24 linear feet of garage openings facing the front and/or street setback areas shall be allowed.

F. Standard Residential Parking Stall Dimensions. Required parking stalls, including guest parking spaces, within all residential zones shall meet the dimension requirements set forth in Table 3-4 (Parking Space Dimensions-Residential Zones). Dimensions shall be measured from interior building wall.

Table 3-4	
Parking Space Dimensions-Residential Zones	
Size of Parking Stall (minimum)	

Zone	Width (General)	When Adjacent to Wall or Structure	Length
R-M, R-O, and R-1	10 ft	11 ft, 6 in	20 ft
R-2, R-3, and R-3-R	9 ft	11 ft, 6 in	19 ft

G. Residential Driveways

1. **Paving.** All parking areas and driveways shall be paved with cement concrete. Other paving materials, including brick may be substituted with review and approval by the Director of a Site Plan and Design Review pursuant to the requirements of Section 9107.19 (Site Plan and Design Review).
2. **Width.** The maximum width of driveways within residential zones shall be 20 feet for single-family zones and 25 feet for multifamily zones. The maximum width for all single-family and multi-family residential common driveways shall not exceed 30 feet.
3. **Does Not Fulfill Parking Requirement.** No portion of any required driveway shall be used to fulfill any parking space requirements, except as specified in Section 9103.07.050.D
4. **R-M, R-0 and R-1 Zones**
 - a. Only one driveway shall be allowed for each residential lot. The number may be increased to two for an approved circular driveway pursuant to Section 9103.07.050.H (Circular Driveways for Residential Zones).
 - b. A driveway shall not be less than nine feet in width.
 - c. Pedestrian walkways and driveways shall occupy no more than 40 percent of the required front setback or street side setback.
 - d. Driveways shall have at least 10 feet of unobstructed vertical clearance.
 - e. Driveway slope shall not exceed 10 percent.
5. **R-2, R-3 and R-3-R Zones**
 - a. Each driveway to a parking space shall be at least 10 feet wide.
 - b. Every driveway serving as access to more than 12 required parking spaces or which is more than 125 feet long shall have a minimum width of 18 feet. Two 10-foot wide driveways may be provided in lieu of one 18-foot driveway.
 - c. Each driveway adjacent to a garage or parking space shall have a minimum width of 25 feet.
 - d. "Guest Parking Only" signs with letters not less than two inches in height shall be properly located to designate guest parking spaces.
 - e. Common/shared driveways shall be allowed, provided the owners of the lots show proof of a recorded easement or other legal instruments authorizing the use of a shared driveway arrangement and further provided that a covenant, in recordable form by its terms to be for the benefit of, enforceable by, and to be released only by the City, is executed by the owners of all property affected. The covenant shall state that the common/shared driveway shall be usable by the tenants and owners of the properties proposed to be served by the driveway. Recordation of this instrument shall be completed before the issuance of a Building Permit.
 - f. Eaves which are at least 13 feet above the pavement may overhang any driveway by a distance of not more than three feet.

H. Circular Driveways for Residential Zones

1. Lots with street frontage of 100 feet or greater are eligible for circular driveways.

2. On lots with more than one street frontage, a circular driveway shall be located on the street frontage that is 100 feet or greater; provided, however, that not more than one circular driveway shall be allowed for any one lot.
3. The circular driveway shall not be less than nine feet in width and shall not have a width greater than 15 feet.
4. The inside edge of the circular driveway shall be located a minimum distance of 25 from the property line at the street right-of-way.

I. Tandem Parking Spaces. Tandem parking spaces may be allowed in residential and mixed-use zones in compliance with the following requirements, and subject to Site Plan and Design Review pursuant to Section 9107.19 (Site Plan and Design Review).

1. For multifamily development projects, tandem spaces shall not constitute more than 20 percent of all required spaces and shall not be permitted to meet guest parking requirements.
2. For single-family units, tandem parking may be provided within a garage, provided that such garage has an interior space measuring at least 20 feet by 20 feet adjacent to the garage door and at least one required parking space shall be in a regular (non-tandem) format.
3. The size of the tandem parking space shall be 11 feet by 19 feet, 6 inches and shall allow adequate maneuvering room for both vehicles and pedestrians around the tandem spaces.
4. Tandem parking may be used as an alternative parking approach in circumstances where physical limitations exist on a property that prevent the provision of the minimum parking requirements.

**9103.07.060 Off-Street Parking for Non-Residential Uses
Amended by Ord. No. 2347**

A. Number Required. Unless off-street parking reductions are allowed in compliance with provisions identified, off-street parking spaces shall be provided in compliance with Tables 3-5 through 3-8 (Off-Street Parking Requirements). These standards shall be considered the minimum required to preserve the public health, safety, and welfare of the community. An increase or decrease in the parking requirements may be determined by the Review Authority in particular circumstances where these requirements are inadequate for a specific project. These cases shall be determined through a parking study as outlined in this Division.

B. Off-Street Parking Requirement Calculations. Tables 3-5 through 3-8 establish the off-street parking requirements for number of spaces. Except as otherwise specifically stated, the following rules apply to Tables 3-5 through 3-8:

1. "Square feet" or "sf" shall mean "square feet of floor area" and refer to floor area as defined in Division 9 (Definitions), unless otherwise specified.
2. Any fractional parking space greater than or equal to one-half shall be rounded to the next whole number. If the fraction is less than 0.49 of a space, the total number of spaces shall be rounded down to the nearest whole number.

C. Off-Street Parking Requirements for Non-Residential Uses. The following minimum number of off-street parking spaces shall be provided as indicated in Tables 3-5 through 3-8 and shall be maintained for each of the following uses. Temporary reductions may be allowed by the Business License office for parking lot sales and for promotional entertainment events.

Table 3-5 Off-Street Parking Requirements: Hospitality and Retail Uses	
Land Use	Minimum Parking Spaces Required
Hotels/Motels	1.2 space per guest room Allowed uses within this parking ratio include banquet hall, or assembly places such as conference center are included, spas, and breakfast lounges serving only hotel guests. For restaurants, see Restaurant, within Hotel or Motel Structure
Retail Sales - General	1 space per 200 sf

Retail Sales - Multi-tenant Shopping Center	1 space per 200 sf or as established by a parking study, see Subsection 9103.07.060.E (Parking Requirement Determined By Parking Study).
Regional Shopping Centers	4.75 spaces per 1,000 sf of gross leasable area
Swap Meet - Indoor	1 space per 200 sf plus 1 space per vendor

**Table 3-6
Off-Street Parking Requirements:
Office, Entertainment Services, Care Services, Eating and Drinking Establishment, and
Vehicle Service Uses**

Land Use	Parking Spaces Required
Business, Financial, and Professional	
Financial Institutions and Related Services	1 space per 250 sf
Offices - Professional	1 space per 250 sf
Care Uses	
Emergency Shelters	1 space per 1,000 sf
Day Care and/or preschool facilities	1 space per employee plus 1 space per 5 children or 1 space per 10 children if adequate drop-off area provided
Residential Care Facility	1 space per 3 licensed beds
Eating and Drinking Establishments	
Bars, Lounges, Nightclubs, and Taverns	1 space per 100 sf
Restaurant, Small	1 space per 200 sf
Restaurant, Large	1 space per 100 sf
Restaurant, within Hotel or Motel Structure	1 space per 200 sf
Outdoor Dining – Incidental and Outdoor Dining on Public Property with 12 seats or less or a number of outdoor seats equivalent to twenty-five (25%) percent of the number of indoor seats, whichever is greater	No additional parking required
Outdoor Dining– Incidental and Outdoor Dining on Public Property with more than 12 seats or a number of outdoor seats equivalent to twenty-five (25%) percent of the number of indoor seats, whichever is greater	1 space per 6 seats

**Table 3-6
Off-Street Parking Requirements:
Office, Entertainment Services, Care Services, Eating and Drinking Establishment, and
Vehicle Service Uses**

Land Use	Parking Spaces Required
Entertainment	
Arcade	1 space per every 2 machines
Karaoke	1 space per 100 sf
Medical-Related Services	
Hospitals	As determined by Conditional Use Permit, Specific Plan, or other special discretionary process
Medical and Dental Offices	6 spaces per 1,000 sf
Medical and Dental Offices larger than 10,000 sf	1 space per 200 sf
Service and Studio Uses – General	
Salons – Nail, Hair, etc.	1 space per 200 sf
Studio – Art, Music, etc.	1 space per 100 sf of instructional area
Vehicle Service Uses	
Car Sharing	1 space per car available
Service/Fueling Station	1 space per 200 sf of office or service area plus 1 space per service bay, plus any required for ancillary use
Vehicle Repair	2 spaces per service bay
Vehicle Washing/Detailing	1 space per employee on largest shift, plus adequate stacking area as determined by Conditional Use Permit

**Table 3-7
Off-Street Parking Requirements: Recreation,
Education, and Public Assembly Uses**

Land Use	Parking Spaces Required
Health Clubs, Fitness Centers, and Indoor Athletic Facilities up to 3,000 sf	1 space per 100 sf in all workout and instructional areas
Health Clubs, Fitness Centers, and Indoor Athletic Facilities greater than 3,000 sf of gross floor area	Required parking spaces to be determined through an approved Conditional Use Permit
Live entertainment theaters - movie or live performance	1 space per 3 fixed seats
Public/Private Assembly: places of worship, recreation community structures, private clubs	1 space per 5 fixed seats; 1 space per 35 sf of floor area where no fixed seating; 1 space per 28 linear feet of bench/pew area
Trade Schools, Tutorial Schools, Learning Centers, Private Schools	Facilities for students under high school age: 1 space per employee, plus 1 space for every 5 students Trade schools/private schools, learning centers for students of high school age or older: 1 space per employee plus 1 space for every 3 students See Subsection 9103.07.060.G (Pick-up and Drop-off Area for Educational Uses)

**Table 3-8
Off-Street Parking Requirements: Industry,
Manufacturing, and Warehouse Uses**

Land Use	Parking Spaces Required
Manufacturing and General Industrial Uses	1 space per 333 sf for projects up to 10,000 sf 1 space per 1,000 sf for projects over 10,000 sf For office area within a manufacturing and industrial building: <ul style="list-style-type: none"> • 1 space per 500 sf for the first 25% of the office area • 1 space per 250 sf for the office area in excess of the first 25%
Warehousing and Fulfillment Centers	1 space per 1,000 sf of warehouse space, plus 1 space per 350 sf of office space

- D. Parking Reduction Near Light-Rail Station.** A 25 percent reduction will be applied to the off-street parking requirement for any commercial use that is located within 1,320 feet (1/4 mile) of a light rail station.
- E. Parking Requirement Determined by Parking Study.** Off-site parking spaces may be relied upon to serve commercial uses, provided a shared-parking study is completed by the applicant/developer and approved by the Director. In the event the proposed land use is for a multi-tenant and/or mixed use development or involves a Specific Plan or Planned Development Permit, the Director may also authorize the preparation of a parking study to determine the required number of parking spaces as an alternative to the number of off-street parking as outlined in Tables 3-5 through 3-8 (Off-Street Parking Requirement) and other applicable provisions of this Section, subject to the following conditions:
1. Off-street parking standards determined by a parking study shall be approved, modified, and/or denied in accordance to the use classification and/or required planning permit for the proposed use. If there are no planning permits required for the proposed use but the Director has determined a parking study is required, then the review and approval of parking study shall be processed pursuant to the requirements of Section 9107.05 (Administrative Modification).
 2. The City shall maintain the right to select a consultant, which will be paid for by the applicant.
 3. The study shall have been undertaken and completed by a traffic engineer registered by the State of California and shall bear the stamp of that engineer.
 4. If the required parking is determined by such a parking study, future modification or improvement to the parking area which impacts the parking space layout, configuration, and/or number of stalls or if any such building or structure in the project is enlarged or increased in capacity by floor area or seats, or at such time that a usage requiring a higher number of parking spaces than an existing or previous use is applied, a new parking study pursuant to this Section shall be provided showing that the existing and/or proposed parking is adequate for such expansion and/or increased usage. Alternative to a revised parking study, at the time of such expansion or increased usage, the applicant may comply with all provisions of this Section in effect at the time of the application.
- F. Multiple Tenants.** Except as otherwise provided in this Section, for each separate use, a site with multi-tenants, or a combination of principal uses in any one facility, the development shall provide the aggregate number of parking spaces required for each separate use unless a parking study has been prepared and approved in compliance with this Chapter or except as provided for in Subsection 9103.07.090 (Shared/Joint Use and Off-site Parking).
- G. Pick-up and Drop-off Area for Educational Uses.** Educational uses that serve children shall be required to submit a parking plan that indicates the location of pick-up and drop-off area (separate from the driveway aisle) subject to the review and approval of the Review Authority pursuant to the requirements of Section 9107.19 (Site Plan and Design Review).

H. Parking Location: All Non-Residential Uses

1. Parking spaces shall be designed, constructed, and maintained in a manner that does not preclude direct and free access to stairways, walkways, elevators, any pedestrian way, and fire safety equipment.
2. Vehicle parking (and access thereto) shall be provided on a permanently paved surface.
3. When required off-street parking spaces are provided on a separate lot from the building or land use, there shall be recorded in the office of the County Recorder against the lot on which such parking spaces are provided, a covenant in the form approved by the City Attorney that the owner of such lot will continue to maintain such parking spaces as long as the use in the building or the land use requiring such parking is maintained.

I. Parking Location: Commercial, Mixed Use, and Industrial Zones. Required parking spaces shall be located either on the same lot or site as the uses served or within 250 feet of the uses served, unless otherwise allowed pursuant to Subsection 9102.11.030 (Downtown Parking Overlay Zone).

J. Parking Location: Commercial—Adult Businesses. Parking for adult businesses shall be located with 495 feet of the use that the parking spaces serve.

K. Parking Stall and Drive Aisle Size: Commercial, Mixed Use, and Industrial Zones

1. **Commercial, Industrial, and Mixed Use Zones.** Drive aisles and parking spaces in commercial zones shall have the minimum dimensions listed in Table 3-9 (Standard Vehicle Space Requirements-Commercial, Industrial, and Mixed Use Zones).

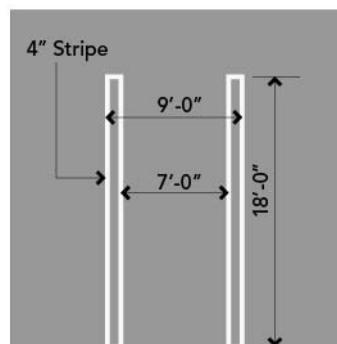
Parking Stall Angle	Stall Width ⁽¹⁾	Stall Length	Aisle Width	
			One-Way	Two-Way
Standard Parallel	10 ft	24 ft	14 ft	20 ft
30-Degree	9 ft	20 ft	16 ft	20 ft
45-Degree	9 ft	20 ft	16 ft	20 ft
60-Degree	9 ft	20 ft	20 ft	20 ft
65-Degree	9 ft	20 ft	19 ft	19 ft
90-Degree	9 ft	18 ft ⁽²⁾	25 ft	25 ft

Notes:

(1) Minimum stall width for stalls adjacent to a wall shall be 11 feet, six inches.

(2) Exception: Minimum stall length shall be 20 feet for each parking space adjacent to and facing a wall, building, walkway, utility cabinet, or structure. See also Subparagraph 9103.07.060.P (Wheel Stops or Planter Curbs).

**Figure 3-15
Parking Stall Standards**



L. Driveways

1. The maximum width for driveways in commercial, mixed use, and industrial zones shall be 35 feet.
 - a. All driveways shall have a minimum vertical clearance of 14 feet five inches.
2. A driveway for one-way circulation shall have a minimum width of 12 feet six inches. A driveway for two-way circulation shall have a minimum of 25 feet.
3. No driveway shall be situated so as to create a blind intersection that would hinder public safety.

M. Circulation. No parking space backup area shall occur in the first 20 feet from the street right-of-way and a parking lot entrance or exit.

N. Marking and Signs

1. Each parking space shall be identified by four-inch-wide stripes of paint, or other durable striping material approved by the Director. All parking stalls shall be clearly outlined with double stripes to provide a parking area of at least seven feet in width.
2. Drive aisles, approach lanes, and maneuvering areas shall be marked and maintained with directional arrows and striping to expedite traffic movement. Any area not intended for parking shall be signed, or in areas where curb exists, the curb may be painted red in lieu of signs.
3. The City Engineer may require the installation of the traffic signs in addition to directional arrows to ensure the safe and efficient flow of vehicles in a parking facility.
4. Compact and carpool spaces, where allowed, shall be clearly identified for compact vehicle and carpool usage, respectively.
5. Disabled parking spaces shall be striped and marked according to the applicable state standards.

O. Parking Lot Lighting

1. Lighting shall be hooded and arranged to reflect away from adjoining properties and streets.
2. Light standards within parking lots shall be the minimum height required to effectively illuminate the parking area and eliminate spillover of light and glare onto adjoining properties. To accomplish this, a greater number of shorter light standards may be required as opposed to a lesser number of taller standards.
3. Light standards shall be a maximum of 20 feet in height. The height of the light standard shall be measured from the elevation of the adjacent pavement of the parking lot. When the subject property abuts a residentially zoned property or is within 100 feet of residentially zoned property, light standards within 100 feet of the property shall not exceed 15 feet in height.
4. Parking lots, driveways, pedestrian walkways, and building entrances/exits shall be illuminated for security and safety purposes during business hours of operation.

P. Wheel Stops or Planter Curbs. Wheel stops or a planter curb shall be provided for each parking space adjacent to and facing a wall, building, walkway, utility cabinet, or structure. The wheel stops or planter curbs shall be set a minimum of 36 inches from the forward end of the parking stall and shall be six inches high and made of concrete or other durable material subject to the approval of the Director. If a planter curb is used in lieu of a wheel stop, the planted area contained in the required parking space shall not be considered as part of any required dimensions of landscape buffers and shall not be included in the percentage of the parking area required to be landscaped.

9103.07.070 Mixed-Use (Nonresidential and Residential Combined) Parking Standards

A. Mixed-Use with Residential. This subsection applies to mixed-use developments as defined in Division 9 (Definitions) and where allowed by Division 2 (Zones, Allowable Uses, and Development Standards).

1. The number of parking stalls provided shall be as outlined in Tables 3-3, 3-5, 3-6, 3-7, and 3-8.
2. Any required guest parking for the residential uses may be provided through the required commercial parking.
3. The parking for the residential use required to be in a fully enclosed garage in compliance with Table 3-3 may be provided within an underground or aboveground parking structure rather than a garage.
4. With the exception of the guest parking, parking for the residential uses shall be provided and maintained separate and secure from the on-site public parking.
5. A 25 percent reduction may be applied to the project for all commercial uses if the parking area is located within 1,320 feet of a light rail station.

9103.07.080 Parking Area Design Standards Applicable to All Zones

A. General Requirements

1. All required off-street parking areas shall be paved. Paving materials, methods, soils compaction, and base materials shall be shown on building plans prepared by a State licensed architect, civil engineer or structural engineer.
2. All required parking spaces shall have adequate individual access and safe ingress and egress.
3. No parking space shall be arranged in a manner that requires the moving of any other vehicle on the premises in order to enter or leave any other parking space, other than as permitted by Section 9103.07.050.I (Tandem Parking Spaces). This provision shall not apply at such times as attendant parking is provided.
4. When determined necessary by the Director, painted directional signs shall be provided in each aisle or driveway.
5. No parking space backup area shall occur in the first 20 feet from the street right-of-way, parking lot entrance, or parking lot exit.
6. No driveway shall be constructed within three feet of any fire hydrant, ornamental light standards, telephone or electric pole, meter box or underground vault, or manhole.
7. All driveways and drive approaches within the public right-of-way shall be constructed of standard Portland cement concrete, six inches thick. No variations in material within the public right-of-way shall be allowed.
 - a. All required parking facilities shall be permanently maintained, free of litter and debris, potholes, obstructions and stored material.
 - b. Each parking space shall have a minimum 25-foot turning radius and/or a minimum of 25 feet of clear back-out space.
8. A minimum of distance of 14 feet six inches is required between any driveway openings, unless otherwise specified in this section. The distance shall be measured from the closest points between any two driveways. Driveway openings for the purpose of this subsection shall be the first five feet along the length of the driveway measured from the point where the opening abuts the roadway.

**Figure 3-16
Off-Street Parking Standards**



**9103.07.090 Shared/Joint Use, Off-site Parking, and In-Lieu Parking
Amended by Ord. No. 2356**

- A. **Authority.** The Director shall be the designated Review Authority for the review and approval of any proposal shared, joint use, on or off-site parking arrangements, or in-lieu parking fee, unless parking is included in an application requiring approval of another Review Authority. In these cases, the ultimate Review Authority per Division 7 (Permit Processing Procedures) shall be the Review Authority for the shared, joint use, off-site parking agreement, or in-lieu payment.
- B. **Eligibility for Shared/Joint Use and Off-site Parking.** Where it can be demonstrated that two or more land uses can effectively share common parking facilities due to the nature of the uses and distinctly different demand for parking, or where off-site parking is proposed to meet parking requirements, then an application may be filed for such parking arrangement. Such application shall include a parking study that identifies the parking demand of all subject land uses and that clearly demonstrates how and why parking facilities can be shared.
 1. The following categories of development shall be eligible to use shared use and/or off-site parking arrangements to meet parking requirements:
 - a. Nonresidential new construction.
 - b. Additions to existing structures, rehabilitation of existing structures, or changes in use or occupancy in existing structures.
 2. New and existing residential uses are not eligible to use shared use or off-site parking arrangements.

C. Eligibility for In-Lieu Parking. For any new developments that are within the Central Business District or Downtown Mixed Use zones, the property owners may make an in-lieu payment for future construction, maintenance and operation of public off-street parking instead of providing off-street parking spaces.

D. Circumstances and Requirements for Allowing Shared Parking Arrangements

1. Off-site parking spaces may be relied upon to serve commercial uses, provided a shared parking study is completed by the applicant/developer and approved by the Director. The parking study shall be prepared by a registered traffic engineer and shall specifically analyze the parking demand for each use proposing to share the parking, each use's hours of operation, and other related issues of all involved uses.
2. No joint use or shared facility shall be located more than 1,500 feet from the use it is intended to serve unless located within the Downtown Parking Overlay.
3. Shared use parking standards are based on the assumption that patrons will use a single parking space for more than one destination and that one parking space will be open and available for short-term parking to serve many different uses which may have different peak hours.

E. Findings for Granting Shared/Joint Use and Off-site Parking Arrangements. In granting a request for shared/joint use or off-site parking, the Review Authority shall make all of the following findings:

1. There is clear and convincing evidence that peak hour parking demand from all uses does not coincide and/or the uses are established in a way that the hours of operation are different for the various businesses or uses.
2. There is adequate parking provided for all participating users.
3. The shared/joint use or off-site parking arrangement will be an incentive to, and a benefit for, the nonresidential development.
4. Adjacent or nearby properties will not be adversely affected by the shared/joint use or off-site parking.
5. The parking arrangement is consistent with the General Plan and all requirements of this Code.

F. In-Lieu Parking Fee. In-lieu fees, at the owner's option, may be paid in a lump sum or in annual installments, and may be adjusted annually for inflation. If paid annually, the first annual payment of an in-lieu fee shall be due as a condition of occupancy, and subsequent payment(s) shall be made per the agreement the City enters into with the owner. In-lieu payment under the In-Lieu Parking program shall be used for establishing such public parking funds, as established by the City Council.

G. Legal Agreement Required.

1. All joint, shared, and off-site parking arrangements shall be required to enter into an agreement with the City and recorded with the Office of the County Recorder, requiring the parking to be operated on a nonexclusive basis, to be open and available to the public for shared use, short-term parking during normal business hours.
2. All In-Lieu parking arrangements shall be required to enter into an agreement with the City.

H. Change in Use. In the event of a change in use, a new application shall be filed or the existing agreement amended to the satisfaction of the Director.

9103.07.100 Valet Parking

A. Where Permitted and Approval Process. Valet parking may be permitted in commercial and mixed-use zones subject to the approval of a Minor Use Permit, based on the approval process outlined this Section.

B. Review Criteria

1. Valet parking shall be subject to review of hours of operation, circulation and other pertinent impacts. All proposals for valet parking shall be accompanied by a parking study, prepared by a registered traffic engineer, that addresses circulation impacts, operational characteristics of the use, parking space size and configuration and other issues deemed

necessary by the Director.

2. Valet parking shall be provided on the same site as the business for which the valet parking is being approved. In the event the location for the valet parking is off-site of the business, the provisions in this Section regulating off-site parking shall also be applicable.

C. Development Standards for Valet Parking Uses

1. Because of the unique characteristics of valet parking facilities, parking space size shall be determined on a case-by-case basis and not necessarily subject to the standards listed in this Section.
2. Valet parking facilities shall not be permitted to use parking that is specifically set aside or required for another use, unless a shared parking or off-site parking agreement, as applicable, is approved by the City.

9103.07.110 Parking Structures

- A. Parking spaces within a parking lot or structure shall be designed and located so that any required maneuvering into or out of the space will not interfere with vehicles entering or exiting the parking lot, and so that vehicles can enter an abutting street in a forward direction. The drive aisles shall be designed so that a vehicle is not required to enter a street to move from one drive aisle to another.
- B. Within a parking structure, piers and pillars shall not encroach within the minimum clearance of required parking stalls.
- C. Preferential parking spaces reserved for vanpools shall be accessible to vanpool vehicles. When located within a parking structure, a minimum vertical interior clearance of seven feet two inches shall be provided for those spaces and access ways to be used by such vehicles. Adequate turning radii and parking space dimensions shall also be included in vanpool parking areas.
- D. Above-ground parking structures shall not be subject to the landscaping requirements applicable to parking lots.

9103.07.120 Prohibition on Commercial Vehicle Parking in Residential Zones

- A. No commercial vehicle, as defined by the California Vehicle Code, which exceeds three tons in unladen gross weight shall be parked or left standing between the hours of 12:00 a.m. midnight and 4:00 a.m. of any day on any part of any property zoned or used for residential purposes.

9103.07.130 Landscape Standards for Parking Lots

- A. **Purpose and Intent.** Landscaping, where required by this Section, shall be installed and well maintained, to keep landscaping alive, attractive and free of disease. It is the intent of this Section to preserve and enhance the appearance and visual appeal of the community.
- B. **Applicability.** Landscaping requirements outlined in this Section shall be applicable to all new development and to improved nonconforming lots when the nonconforming lot is to be modified by a change of more than 20 percent in the square footage of structures. The Director may approve modifications to these standards on nonconforming lots where the revised site design does not allow for full compliance with these provisions due to the space and dimensions created by those structures and other improvements being retained.
- C. **General Landscaping Requirements.** Landscaping of parking areas shall be provided and maintained according to the general standards of Section 9103.09 (Landscaping), as well as the standards within this subsection. Proposed parking lot landscaping as required by this Section shall be reviewed and approved by the Review Authority through a Site Plan Design Review, pursuant to the requirements of Section 9107.19 (Site Plan and Design Review) of this Development Code.
- D. **Landscaping Plan Required.** Within parking lots, landscaping shall be used for shade and climate control, to enhance project design, and to screen the visual impact of vehicles, light pollution, and large expanses of pavement. Landscaping materials shall be provided throughout the parking lot area using a combination of trees, small shrubs, and groundcover. A

comprehensive landscape and irrigation plan shall be submitted for review and approval in compliance with Section 9103.09 (Landscaping).

- E. Minimum Landscape Coverage.** A minimum of five percent of the parking lot area shall be landscaped and maintained in perpetuity. Required planting areas between parking areas and adjacent public streets and residentially zoned properties shall not be considered part of the required landscape coverage. When landscaping is designed to allow vehicles to overhang into the landscaping, none of the overhang area shall be counted towards the five percent required landscaping.
- F. Trees.** Trees shall be planted and maintained in all parking lots at a ratio of at least one tree per 10 parking spaces. Trees shall be of a variety that provides a wide canopy, subject to the review and approval of the Director. All newly planted trees shall be a minimum 15-gallon size with a one-inch diameter at breast height.
- G. Location of Landscaping.** Parking lot landscaping shall be designed and planted so that pedestrians are not required to cross landscaped areas to reach building entrances from parked cars. This shall be achieved through proper orientation of the landscaped fingers and islands. Planting areas shall be as evenly distributed as possible throughout the entire area. Concentration in one location is not acceptable.
- H. Curbing.** Where the front end of a parking stall abuts a landscaped area, the landscaped area shall extend into the parking stall so that the curb bordering the landscaped area will also serve as the wheel stop for the parking stall.
- I. Visibility and Clearance.** Landscaping in planters and at the end of parking aisles shall not obstruct drivers' vision of cross traffic both vehicular and pedestrian. Mature trees shall have a foliage clearance of eight feet from the surface of the parking lot maintained.

J. Perimeter Parking Lot Landscaping

- 1. Adjacent to Streets.** A perimeter planter with a minimum width of five feet and not more than three feet in total height (measured from the finished grade of the parking lot) shall be provided between parking areas and property lines which are located between parking areas and public streets (including alleys). Screening materials may include any combination of plant materials, solid masonry walls, raised planters, or other screening device deemed appropriate by the Review Authority in complying with the intent of this requirement.
- 2. Adjacent to Residential Use.** Where parking areas for nonresidential uses are within 20 feet of residentially zoned property, a landscaped buffer strip with a minimum width of five-feet shall be provided between the parking area and the common property line bordering the residential use.

9103.07.140 Parking for Electric and Alternative Fuel Vehicles

The City recognizes the importance of encouraging and accommodating the use of electric and other alternative fuel vehicles as a means of reducing regional air pollutant emissions. The requirements in this Section are provided to ensure that adequate provision is made for accommodating locations within required parking areas where electric and alternative fuel vehicles can recharge and/or be provided with priority parking.

- A. Applicability.** As part of the Site Plan and Design Review process, the responsible Reviewing Authority shall have the authority to require that parking facilities be provided to accommodate electric or other alternative fuel vehicles. Generally, facilities shall be provided where more than 100 parking spaces are required per this Section, or whenever the redesign of an existing parking lot with 150 or more spaces is proposed.
- B. Developmental Standards – Electric Vehicle Recharging Facilities.** Electric vehicle ready charging infrastructure shall be provided in multifamily housing developments and non-residential developments according to the standards outlined by the California Green Building Standards Code. Where electric vehicle recharging stations are provided, they shall follow the development standards outlined in the California Green Building Standards Code.

9103.07.150 Bicycle Parking Requirements

- A. General Provisions.** All new development, except that located in the R-M, R-0, and R-1 zones, shall be designed with the following:

- 1. Bicycle parking shall be located within 200 feet of a building entrance, not interfere with pedestrian access, and be

located in a visibly secure location adjacent to the building.

2. For each bicycle parking space required, a stationary object shall be provided to which a user can secure both wheels and the frame of a bicycle with a user-provided six-foot cable and lock. The stationary object may be either a freestanding rack or a wall-mounted bracket.
3. When bicycle parking areas are not clearly visible to approaching cyclists, signs shall be provided to indicate the locations of the facilities.

B. Bicycle Parking Requirements. Bicycle parking is required for multifamily development, mixed-use development, public and civic facilities, private schools, retail commercial, industrial, hospital, and office uses in compliance with Table 3-10 (Bicycle Parking Requirements). Bicycle parking for commercial recreation and entertainment uses shall be as specified by Conditional Use Permit.

Table 3-10 Bicycle Parking Requirements		
Use	Number of Spaces Required	Dimension (minimum)
Residential: Multifamily	0.2 spaces per unit, with a minimum of 2 spaces	2 feet wide and 6 feet long per bicycle plus a 5-foot maneuvering space behind the bicycle rack area
Community/Civic Uses: Public and civic facilities Schools	Short Term Parking: 5% of the student population at capacity enrollment, with a minimum of 1 two-bicycle rack. Long Term Parking: Secure bicycle parking for 5% of employee parking lot capacity.	
Non-Residential Uses: Retail, office, industrial, hospital	Short Term Parking: 5% of vehicle parking, with a minimum of 1 two-bicycle capacity rack. Long Term Parking (Structures with 10 or more tenant vehicular parking spaces): Secure bicycle parking for 5% of spaces, with a minimum of 1 two-bicycle capacity rack.	

Note: Secure bicycle parking shall include one of the following:
 (1) Covered, lockable enclosures with permanently anchored racks for bicycles;
 (2) Lockable bike rooms with permanently anchored racks; or
 (3) Lockable, permanently anchored bicycle lockers.

9103.07.160 Off-Street Loading

- A. General Loading Requirements.** All loading spaces shall have adequate ingress and egress, and shall be designed and maintained so that the maneuvering, loading, or unloading of vehicles does not interfere with vehicular and pedestrian traffic.
- B. No Use of Public Streets.** All industrial, commercial, and mixed-use developments shall be designed to prevent truck back-up maneuvering within any public street.

C. Minimum Loading Space Requirements

1. **Required Spaces.** Every new building, and every building enlarged by more than 5,000 square feet that is to be occupied by a manufacturing establishment, storage facility, warehouse facility, retail store, eating and drinking, wholesale store, market, hotel, hospital, mortuary, laundry, dry-cleaning establishment, or other use similarly requiring the receipt or distribution by vehicles or trucks of material or merchandise shall provide off-street loading and unloading areas as follows. Such onsite loading space shall be maintained during the existence of the building or use that it is required to serve. See Table 3-12 (Minimum Loading Space Requirements).

**Table 3-12
Minimum Loading Space Requirements**

Building Square Footage	Loading Spaces Required
0-6,999	0
7,000-30,000	1
30,001-90,000	2
90,001-150,000	3
150,000-230,000	4
230,001+	1 per each additional 100,000 square feet or portion thereof

- a. Exception: Minimum loading space requirements shall not apply in the following zones: DMU, MU, and CBD.
 - b. In any zone, the minimum loading space requirement may be reduced or waived upon a finding by the Director that the applicant has satisfactorily demonstrated that due to the nature of the proposed use, such loading space(s) will not be needed.
 - c. In any zone, the required number of loading spaces may be increased to ensure that trucks will not be loaded, unloaded, or stored on public streets. Such requirement shall be based on the anticipated frequency of truck pickups and deliveries and of the truck storage requirements of the use for which the on-site loading spaces are required.
2. **Multi-Tenant Buildings.** The square footage of the entire building shall be used in determining spaces for multi-tenant buildings. A common loading area may be required, if each tenant space is not provided a loading area. Drive-in roll-up doors for multi-tenant industrial projects may be substituted for required loading areas.

3. Loading Space Design

- a. Each on-site loading space required by this subsection shall be provided with driveways for ingress and egress and maneuvering space of the same type and meeting the same criteria required for onsite parking spaces. Truck-maneuvering areas shall not encroach into required parking areas, travelways, or street rights-of-way. This requirement may be modified upon a finding by Director that sufficient space is provided so that truck-maneuvering areas will not interfere with traffic and pedestrian circulation. On site-loading spaces shall be designed and maintained so that the maneuvering, loading, or unloading of vehicles does not interfere with vehicular and pedestrian traffic.
- b. Each on-site loading space required by this subsection shall not be less than 10 feet wide by 25 feet long and at least 14 feet high, with adequate provision for egress and ingress. If the loading space is adjacent to a wall or structure, the loading space shall be not less than 11 feet, six inches wide by 25 feet long. The minimum size requirements may be modified upon a finding by the Director that the applicant has satisfactorily demonstrated that due to the nature of the proposed use, an alternative size for the loading space is appropriate.
- c. In no event shall the outer radius of any turning area to a required loading space be less than 25 feet.
- d. Loading areas shall be striped indicating the loading spaces and identifying the spaces for "loading only." The striping shall be permanently maintained in a clear and visible manner at all times.
- e. For all loading areas facing residentially zoned property or facing a public right-of-way, there shall be a minimum 10-foot high solid architecturally treated decorative masonry wall, approved by the Director, to screen the loading area(s) from view from the public right-of-way or residentially zoned property. All wall treatments shall have architectural treatment on both sides of the screening.

D. Loading Docks

1. Loading bays, doors and/or docks shall generally be located on the rear of the structure.
2. Bays and doors may be located on the side of a building away from a street frontage where it can be demonstrated

that the bays, doors, and related trucks will be adequately screened from public view from any street or public right-of-way.

- E. **Special Regulation: Commercial Day Care Loading.** Adequate facilities shall be provided for the safe loading and unloading of children either by a circular driveway or a driveway terminating in the area designated for off-street parking.