Article 7. Access & Parking

7.01 Intent

The intent of this article is to:

A. Emphasize the importance of site access for multiple modes of transportation.
B. Preserve streetscape design and street functions by coordinating access along block faces and internal to blocks.
C. Create access and parking standards appropriate to the context of the site, considering public safety, traffic flow, surrounding development patterns, street design and functions, and available modes of transportation.
D. Provide the optimal amount of vehicle parking for individual sites, recognizing that too much and too little parking each have negative impacts.
E. Maximize opportunities for on-street parking, shared parking, parking management, alternative transportation, and other strategies to reduce underutilized and redundant surface parking on adjacent sites.
F. Ensure appropriate site and landscape design that mitigates the environmental, physical, and aesthetic impact of parking on streetscapes and surrounding sites.
G. Accommodate emerging transportation options, including alternate fuel vehicles, on-demand services, micro-mobility (scooters, e-bikes, neighborhood electric vehicles, etc.), and other trends that impact parking quantity or design.

7.02 Applicability

Access and parking shall be shown on plats, building permits, and site plans, according to the application requirements in Article 2, Procedures. Specifically, the standards in this article apply to:

A. All new development, buildings, or uses on a site.

B. Any new lot created through an administrative of major subdivision.

C. A change of use, or modifications to an existing building or site, except that:
   1. Additional parking requirements shall only apply to the expanded portions of the use or building;
   2. New parking for non-residential uses shall only apply where the change results in a requirement for more than 15% additional parking than the current condition; and
   3. The parking design standards shall only apply to the newly constructed parking; except when more than 50% of a parking area is reconstructed, all parking and access shall comply with this section.

4. Any revision to existing access shall be brought into greater compliance with these standards. Full compliance may be required where a change could increase average peak hour traffic by 10% or average daily traffic by 20% over the prior use, or otherwise presents traffic patterns that could impact safety or functionality of the surrounding street network as determined by the City Traffic Engineer.

7.03 Access

A. **Design Objectives.** The design of access to and internal circulation for sites shall achieve the following design objectives:

1. Limit impacts of driveways and curb cuts on streetscape designs and reduce conflicts with pedestrians, bicycles, and vehicles.
2 Promote shared or common vehicle access from streetscapes and direct circulation and loading internal to blocks, particularly on busier streets or where the standards otherwise limit or prohibit access.
3. Coordinate reasonable vehicle access with frontage designs for lots and buildings based on context and according to Sections 5.04.B and 6.04.B.
4. Provide direct, safe, and convenient bicycle and pedestrian access to buildings and sites at an equal or greater level than vehicles.

B. **Vehicle Access.** Access for each shall be coordinated at the largest scale possible and based on the following access strategies and data and analysis for the specified access thresholds:

1. *Required Access Thresholds.*
   a. *Traffic Access Assessment (Access Plan).* Any development, rezoning, redevelopment, building permit, site plan, or subdivision that will access on a public right-of-way, regardless of trip generation shall provide a Traffic Access Assessment as defined in Chapter 98.
      i. No subdivision of property shall be approved without an understanding of allowable access for the entire property, including shared access and cross access. This future access plan and any access easements as applicable shall be noted on the preliminary and subdivision plat.
      ii. For any development, rezoning, redevelopment, or subdivision adjacent to programmed infrastructure projects or mapped streets as may be shown in the Major Thoroughfare Plan, the right-of-way dedication shall be made equal to half the proposed future right-of-way measured from the existing centerline.
   b. *Driveway Study*. Any development, rezoning, redevelopment, or subdivision that will add 50 or more peak hour trips or 500 or more daily trips to adjacent roadways (cumulative) and/or has known deficiencies or safety issues as determined by the City Traffic Engineer shall require a Driveway Study.
      i. The City Traffic Engineer may determine that a Traffic impact study is required if this threshold is met in situations where existing operating conditions are known to be deficient.
      ii. All land uses identified as motor-vehicle oriented businesses shall complete a gap study for each driveway connecting to an arterial or collector street.
   c. *Traffic Impact Study.* A traffic impact study will be required for any development, rezoning, redevelopment or subdivision that adds a number of trips outlined in the Public Works Traffic Impact Study requirements in Chapter 98.

2. *Alleys & Internal Circulation.* Alleys are encouraged for primary access to all blocks in conjunction with Section 3.01 and 3.03, and particularly for mixed-use development or residential blocks accommodating narrow lots
   a. Alleys shall connect through the block to a publicly dedicated street on each end. However, where the surrounding streets or the development patterns within a block warrant, alleys may be in "H", "L", "Z" or "T" configurations.
   b. Where alleys do not exist or are not practical, common lanes that reflect increments of the potential alley configuration are encouraged to support multiple lots along a block frontage.
   c. Where alleys exist, lots shall not have access from a public street except as permitted by the frontage design standards in Section 5.04 for residential frontages, and Section 6.04 for nonresidential frontages, or where specifically justified by a traffic study and approved by the PW Director.
   d. Alleys may be located in an easement at the city's discretion and provided a property owner's association or other entity with financial and administrative capacity for maintenance is established.

3. *Internal Access Lanes.* For large projects of parcels over 6 acres, or where any access would exceed 500 average daily trips or 200 peak hour trips, the city will require a system of internal access lanes to provide access and circulation within the site. Internal access lanes:
   a. Shall be laid out to organize the site into smaller internal blocks between 1 and 5 acres and will be privately maintained.
   b. Shall be designed to public street design types in Section 3.01.C and the Public Works Design Standards and Technical Specification, including sidewalks, landscape amenities, on-street parking and travel lanes.
   c. Will be treated as public streets for determining the proper location, orientation and design of sites, buildings, and utilities within the project.
   d. Trail, greenway, or pedestrian passages meeting the standards of Section 3.02 may account for a portion of this internal circulation network, provided it connects buildings, open spaces, and internal access lanes with similar networks external to the site and presents a logical connection point for pedestrians and bicycles.

4. *Gated Access.* Placeholder for gated private streets and driveways - language needs to be added to incorporate Sec 36-468 and city ordinance 5116 rev 2008 into the code and/or chapter 98.
https://sgfmo.sharepoint.com/:b:/r/sites/external/planning/codeupdate/Shared%20Documents/Article%207_Parking%20and%20Access/GATE%20ORD%205116%20rev2008.pdf?csf=1&web=1&e=6Sl7Kv

4. *Driveways.* Except as otherwise authorized by Public Works according to the access standards in [cite Chapter 98 / PW Design Specifications], driveway approaches shall be designed and located as follows:

Table 7-1: Driveway Location & Extent

	Arterial, Primary	*Arterial, Secondary*	*Collector (Major/Minor)*	*Local*	*Setback from Property Line[1]*
Residential < 10 units	200' separation 150' from corner	150' separation 75' from corner	100' separation 75' from corner	50' separation [2] 50' from corner	3'
Residential 10+ units	300' separation 200' from corner	200' separation 150' from corner	150' separation 100' from corner	75' separation 50' from corner	6'
Nonresidential	500' separation	200' separation	150' separation	75' separation	10'

	275' from corner	275' from corner	140' from corner	50' from corner

[1] Shared driveways or common lanes may be located on the property line with the execution of a shared access easement.

[2] Residential driveways for less than 10 units and affecting more than 50% of a block face on a Local street may average the minimum spacing to allow the best arrangement considering grades, streetscapes, and building and lot layouts. This may result in two adjacent lots having access near each other, while greater separation between driveways is provided between lots on the opposite sides

a. Driveway spacing and design shall be located so that safe ingress and egress is provided, considering the function, design speed, and design type of the street from which the access is provided, and minimizing potential conflicts of all modes of transportation, including pedestrians, bicycles, and vehicles.

b. Specific driveway designs may be further restricted by the access management provisions of Public Works Design Standards and Technical Specifications and the frontage design standards Section 5.04 (residential frontages) and 6.04 (non-residential frontages).

c. Where access to an individual lot cannot meet the width or location requirements of Table 7-1: Driveway Location and Extent, access shall occur from side street, from shared driveways, or from alleys or internal access lanes according to B.1 and B.2 of this section.

d. Where no other access option is possible, access shall only be granted by approval of Public Works according to a traffic studyas per Section 98.

e. Landscape, buildings, and other site elements at access points shall be designed to meet the sight distance requirements of Section 3.01.B.6, Sight Distances.

f. Sufficient on-site storage to accommodate queued vehicles waiting to park or exit without interfering with street traffic.

g. Provisions for circulation between adjacent parcels shall be provided by through access drives, cross access easements, and other shared access provisions to protect the function, design, and character of public streets.

h. Any access from an expressway, state highway, or other agency-controlled right-of-way shall meet the more restrictive requirements of the city or agency, and only be permitted as authorized and approved by the governing agency.

. **Access Requirements and Triggers for Application** All new subdivided or combined lots, building permits, and site plans shall have access to public streets or alleys that complies to all requirements of this Chapter, Chapter 98, any other applicable requirements. Additional triggers, applicability, and exceptions for driveway and access requirements are noted herein.

1. *General:*
   a. If an existing lot requires new access that cannot meet all current requirements, and an alternate access does not exist, the access point shall be placed at the most reasonable location as determined by the City Traffic Engineer AND a cross access easement must be provided across the entire length of the lot as necessary to provide access to adjacent lots considering development patterns, terrain, and safe egress.
   b. If the proposed use, site plan, building permit, or other development activity requires a Driveway Safety Study, Traffic Impact Study, or the potential to produce public safety risk as determined by the City Traffic Engineer, modifications may be required to the access including but not limited to restricting directional access or other public improvements. Any existing, non-compliant access point must be removed at the appropriate time as determined by the PW Director if not specifically defined elsewhere.

2. *Administrative Subdivisions:* All Administrative Subdivisions shall have access points to public streets or alleys that fully comply to the current standards or as will fully comply when developed

as determined by the Access Plan for each new lot. Administrative Subdivisions creating new R-SF lots may have non-compliant access points as per Item 4(b) of this section.

3. *Existing Access*: If a lot has an existing access, the existing access may remain but shall be corrected, removed, or reconstructed prior to issuance of the certificate of occupancy and/or final approval of the subdivision activity when any of the following occurs:

    a. When a site plan, public improvement plans, or driveway permits are required.
    b. When any access is within the functional area of an intersection or deemed a public safety risk by the City Traffic Engineer.
    c. A change in use or rezoning occurs that produces additional traffic volume to warrant a Driveway Safety Study or Traffic Impact Analysis that identifies required corrections to the access.

4. *Access for Residential Single Family Lots*:

    a. *With a New Building Permit:* If an existing lot cannot accommodate an access meeting all requirements and alternate access does not exist, the access point shall be placed at the most reasonable location as determined by the City Traffic Engineer. No shared access or cross access easements are required for an existing individual residential single family lot on a collector street or below.
    b. *Existing Access with Subdivision Activity:* When an existing lot is subdivided to create new legal lots for single family residential uses, an existing access for residential single family may remain if the existing access is on a street classified as a collector or below, is not within 50 feet of an arterial street, or poses a public safety risk as determined by the City Traffic Engineer. If within 50 feet of an arterial or deemed a safety risk, the Access Plan will be required to analyze future shared access, cross access easements, and/or applicability of removal or modification of current access points. If the existing access requires modification, any change in access will need to be escrowed or constructed prior to approval of the subdivision activity.

5. *Permitting and Requirements:* A driveway permit is required to be issued by the PW Director prior to the creation of or modification of any access point. If public improvement plans are required, access will be required to be shown on the plans and if so shall be completed or escrowed in cooperation with the PIP plan prior to approval of the subdivision activity or building permit. Any driveway will need to be fully constructed, and final inspection completed prior to issuance of the Certificate of Occupancy (CO) or Temporary Certificate of Occupancy (TCO).

D. **Private (Internal) Sidewalks**

1. *Generally.* Development sites shall include direct sidewalk connections and circulation at the same or greater frequency as provided for vehicles. Sidewalks shall connect public entrances of buildings and sites to the following, in the most direct manner practical:
    a. Sidewalks in the public right-of-way or along internal access lanes.
    b. Parking areas and any perimeter or internal sidewalks in the parking areas.
    c. Civic or open space, or other common areas designed for active use.
    d. Transit stops, stations, or park and ride locations – existing or anticipated.
    e. Where connections by way of the public street is not reasonable or practical, sites shall provide direct connections to any of the above areas on adjacent sites.

2. *Sidewalk Width.* Internal sidewalks shall meet the requirements of Table 7-2: Internal Sidewalk Widths.

Table 7-2: Internal Sidewalk Widths	
Location	***Minimum Width***
▪ Any residential property, generally	5'
▪ Any residential property with more than 10 units ▪ Any mixed-use or nonresidential property, generally	6'
▪ Along the front or to the primary entrance of a nonresidential building < 10,000 s.f.	8'
▪ Along the front or to the primary entrance of a nonresidential building 10,000 s.f. or more ▪ Any access designed for both pedestrians and bicycles.	12'
▪ Along any parking area with vehicle overhangs;	+ 2' to other required widths

3. *Pedestrian Amenities.* Internal sidewalks shall be designed to emphasize pedestrian priority and comform with the following:
   a. Separate sidewalks from driving surfaces by changes in the texture, raised surfaces, landscape edges, and similar distinguishing features, except for designated cross walks which may be painted or shared streets.
   b. Provide adjoining landscaped areas that include trees, shrubs, flower beds, and ground covers along at least 50% of the walkways meeting the landscape design standards in Section 8.03.
   c. Lighting fixtures along all walkways meeting the landscape design standards in Section 8.06.

7.04 Required Parking

A. **Vehicle Parking Rates**. Table 7-3: Required Parking provides minimum parking requirements for general categories of uses, which apply to all similar uses not specifically listed. The following criteria shall be used in interpreting the table:
   1. Square footage rates shall be based on the leasable floor area or active area dedicated to the particular use, excluding areas dedicated to accessory common or public areas, hallways, and bathrooms. Where this number is not easily determined, 85% of gross floor area may be used.
   2. A seating or capacity rate shall consider the total number of seats based on actual seating capacity, or where not readily determined industry standards for typical layouts of buildings or building codes.
   3. Employee or occupancy rates shall consider maximum number of employees or occupants likely to be on-site at one time. Where this number is not easily or readily determined, the maximum building code capacity may be used.
   4. Where uses or sites have components of different uses (i.e. hotel with a restaurant), each component shall be calculated under most applicable rate.
   5. Where a use is not similar to a general use in the table or could meet more than one category, the Director shall determine the appropriate classification based on industry guides or the most similar use in terms of scale, format, and operation.
   6. The Director may accept any other industry data or parking manual as a substitute for these standards when it is documented as a professional approved resource and is demonstrated to be applicable to the particular context, site, and development proposal based on precedents.

Table 7-3: Required Parking

Use Category / Specific Use	*Required Parking*
Residential	
Dwellings (detached house, duplex, townhouse)	2 per unit Increase to 2 per unit. Residential parking creates more problems for the city than commercial parking.
Multiple-unit Dwellings	1 / unit (micro-efficiency or studio unit) 1.5 / unit (1 bedroom unit) 2 / unit (2+ bedroom unit)
Dwellings (detached, manufactured)	2 / unit
Group Living (residence hall, senior living, group home)	2 per each 3 occupants (non-staffed) 1 per each 2 beds + 1 per employee (staffed)
Public / Civic	
Assembly	1 / 4 seats
Library	1 / 350 s.f.
Museum	1 / 1,000 s.f. + accessory uses at applicable rates (i.e. restaurant, assembly, etc.)
Parks, playgrounds, and athletic fields	1 / 5,000 s.f. or 1 / 4 seats for assembly areas, whichever is greater
School – Elementary & Junior High	2 / class or 1 / 5 seats of largest assembly, whichever is greater
School – High School	2 / class or 1 / 5 seats of largest assembly, whichever is greater + 1 / 8 students
School – College / Vocational	1 per employee + 2 per each 3 students
Commercial	
Retail – Small (under 3K)	1 / 500 s.f.
Retail – General (3K+)	1 / 250 s.f.
Retail Bulk or Outdoor (i.e. furniture store, car dealer, .nursery, etc.)	1 / 500 s.f. + 1 per 3,000 s.f. open sales lot
Service - Generally	1 / 350 s.f. (See Section #.## for any drive-up service requirements)
Service – barber, hair/nail salon	1 / 100 s.f.
Service – medical - outpatient	1 / 250 s.f.
Service – medical – in-patient	1 per bed + 1 per employee
Service – automobile service stations or repair	1 / 250 s.f. + 2 per service bay
Lodging	< 20 rooms = 1 / guest room first 20 21 – 40 rooms = 1 / 2 guest rooms over 20 > 40 rooms 1 / 4 guest rooms over 40 + accessory uses at applicable rates (i.e. restaurant, assembly, etc.)
Office	1 / 350 s.f.
Restaurant, bar or night club	1 / 100 s.f. – general 1 / 75 s.f. – fast food (See Section #.## for any drive-through queuing areas)
Health and Fitness Center	1 / 200 s.f. workout areas 1 / 500 s.f. open court areas 1 / 350 s.f. general service facilities
Recreation and Entertainment	1 / 350 s.f. generally (indoor); 1 / 5,000 s.f. generally (outdoor 1 / 4 seats of fixed seating areas 1 / active patron station (i.e 4 per lane bowling; 4 per hole golf course; etc.) + accessory uses at applicable rates (i.e. restaurant, assembly, etc.)
Industrial	
General Manufacturing and Warehousing	1 / 500 s.f. (artisan/limited or light) 1 / 1,000 or 1 per 1.5 employees, whichever is greater (all others) Accessory office areas more than 20% of the overall use shall be computed separately at the office rate.
Self storage	1 per 25 units + 1 per employee

Table 7-3: Required Parking	
Use Category / Specific Use	*Required Parking*

B. **Maximum Parking.** Nonresidential uses shall not provide more than 150% of the minimum required parking without documented evidence of actual parking demand based on studies of similar uses in similar contexts. In addition, any parking permitted over 120% of the minimum shall require mitigation of the potential impacts of additional parking through one or more of the following strategies:

1. Utilize all eligible parking reductions permitted in Section 7.03.C., Parking Reductions.
2. Provide shared parking for other uses on the block or adjacent blocks according to this Section 7.03.D.
3. Use alternative surfaces designed to infiltrate stormwater or design parking lot landscape areas to treat stormwater from the additional parking area. Such measures shall be designed in accordance with the Flood Control and Water Quality Protection Manual..
4. Provide additional buffers and site open spaces to screen parking with at least a 10% increase in the size open space or buffers required for the parking and landscaped at the effective rate for that additional space.
5. Provide at least at least a 20% increase in the amount of landscape material required for the parking and allocate it appropriately within required open spaces.
6. Design all parking areas over the 100% minimum as dual-purpose space, such as plazas, playgrounds, or similar event areas for regular and active use of the space during non-peak parking times.

C. **Parking Reductions.** The parking required by Table 7-4: Required Parking may be reduced depending on context and according to the following strategies:

1. *Exempt Districts.* The following zone districts are exempt from required vehicle parking in Table 7-3:
   a. CC – City Center (projects up to 10,000 sq ft)
      Projects from 10,000 - 25,000 sq ft provide 50% required parking
      Projects over 25,000 sq ft provide 100%.
   b. COM – Commercial Street
   c. GI – Government and Institutional
   d. Any other public parking benefit district, provided all uses, lots, and buildings shall abide by the standards of that parking district. To the extent the parking benefit district standards only deal with parking supply, the design standards from this article shall apply to any parking that is provided.

2. *On-street Parking Credit.* Existing on-street parking, or on street parking proposed and which meets the streetscape standards in Section 3.01, may count to the required parking as follows:
   a. For non-residential uses, parking within 300 feet of any lot frontage and not in front of residential uses shall count towards the parking requirement at a rate of 0.5 spaces for every 1 on-street space.
   c. Any on-street parking that is part of a managed parking district, permit system, or other parking management plan of the city shall be excluded from the on-street credit.

3. *Bicycle Parking Credit.* All bicycle parking designed and located according to Section 7.03.F may reduce the required vehicle parking at a rate of 1 space for every 2 bicycle parking spaces up to a maximum of 10% of the required parking. To be eligible for this

credit, the applicant must demonstrate that it is practical to expect significant bicycle access to the site based on: the location and proximity to the broader bicycle transportation network; the design of the site; and the nature of the use and anticipated patrons.

4. *Deferral of Spaces.* The Director my defer a portion of the required parking through the site plan review, provided:
   a. Documented evidence that the initial occupancy of the premises will be adequately served by the lesser number of spaces;
   b. The approved final plan clearly indicates the location, pattern, and circulation to access the deferred parking area.
   c. The deferred parking area shall be brought to finished grade, have ground cover that eliminates dust and erosion, and shall not be used for building, storage, loading or other purposes.
   d. The approval of the site plan shall specify a time, criteria, or occurrences where the Director may require construction of necessary parking.

D. **Shared Parking.** Required parking may be reduced for any site containing multiple uses, or for adjacent sites with different uses according to Table 7-4, Shared Parking.
1. Any shared parking arrangement shall require an agreement among all landowners participating in the agreement to ensure access, joint use, maintenance, and other operational issues.
2. The parking is within 600 feet of the lot for industrial and manufacturing uses or district and 300 feet of the lot for office, business, commercial or residential uses or districts.
3. The agreement shall be approved by the Director and recorded for each participating property with the county recorder. The agreement shall state that it cannot be changed or modified without the approval and signature of the Director.
4. An affidavit agreeing to compliance with all provisions of the shared parking agreement shall be signed by any business or property owner participating in the agreement, and submitted to the Director as an amendment to the agreement.
5. A shared agreement that differs from this table may also be approved based on a joint parking study for the sites and uses demonstrating adequate parking during peak hours for all parties to the agreement.

Table 7-4: Shared Parking

	Percentage of Required Parking by Time Period				
	Weekday		Weekend		All
Use	6 AM to 5 PM	5 PM to 1 AM	6 AM to 5 PM	5 PM to 1 AM	1 AM to 6AM
Employment	100 %	10 %	5 %	5 %	5 %
Retail or Service	75 %	75 %	100 %	90 %	5 %
Restaurant	50 %	100 %	75 %	100 %	25 %
Entertainment & Recreation	30%	100 %	75 %	100 %	5 %
Place of Worship	5 %	25 %	100 %	50 %	5 %
School	100 %	10 %	10 %	10 %	5 %
Dwellings	25 %	90 %	50 %	90 %	100 %
Lodging	50 %	90 %	75 %	100 %	100 %

E. **Accessible Parking.** Accessible vehicle parking spaces shall be provided in accordance with the applicable building codes and the Americans with Disabilities Act (ADA) guidelines for quantity, design, and location.

F. **Bicycle Parking.** All nonresidential and multi-unit residential buildings shall provide bicycle parking spaces according to Table 7-5, Bicycle Parking.

Table 7-5 Bicycle Parking

Activity	*Required Spaces*
Multi-unit Residential Buildings (3+ units)	▪ 1 space per 1 dwelling units; 2 spaces per dwelling units with 3 bedrooms or more ▪ Facilities where 75% or more of the units are designed for or occupied by persons 60 years or older shall provide 3% of the required vehicle parking.
Recreation, community facilities, or schools	10% of the required vehicle parking, but at least 6 spaces
Retail or office uses	5% of the required spaces, but at least 4 spaces
Other institutional, employment, industrial, or entertainment uses	3% of required spaces, but at least 4 spaces.
Exempt locations	Areas exempt from required vehicle parking are not required to provide bicycle parking except any uses that are community destinations (museum, auditorium, convention halls) shall provide bicycle parking at a rate of 3% the vehicle parking that would otherwise be required if not in an exempt location
Reduction or Waiver	For uses or site designs that are automobile oriented or unlikely to generate bicycle trips (i.e. car wash, furniture store, recycling center) or other contexts that are remote from any existing or planned bicycle infrastructure the Director may reduce or waive the bicycle parking requirement.

Bicycle parking shall be designed according to the following standards:

1. Bicycle parking areas shall generally have clear areas of 2 feet by 6 feet to maneuver and store the bicycle.
2. A structure shall be securely anchored to the ground and usable for both U-locks and cable locks, support a bike at two points of contact to prevent damage to wheels or frames.
3. Bicycle parking spaces or areas shall be separated from vehicle parking or circulation areas by a physical barrier such as curbs, wheel stops, or bollards.
4. Bicycle parking for nonresidential uses shall be located within 100 feet of the primary entrance unless the Director approves an alternative location based on the site design and overall vehicle, bicycle, and pedestrian circulating for the site.
5. Bicycle parking for residential uses may be incorporated into storage areas within the units or common areas of the buildings.
6. Residential bicycle parking or bicycle parking for longer terms such as employment locations should incorporate other secured and weather-proof elements into the design.
7. Bicycle parking facilities may be located in the right-of-way subject to streetscape design plans and the Director approval. Structures designed for some other primary purpose meeting the streetscape standards or be designed with artistic or ornamentation enhancements may contribute to the bicycle parking requirement provided they meet the essential function of safe, secure, and practical bicycle parking.
8. Alternative standards and specifications based on recognized industry guidance or best practices for bicycle parking may be approved by the Director through site plan review.

7.05 Parking Design

A. **Design Objectives.** The layout, location, and design of parking areas shall meet the following design objectives:

1. Locate parking and circulation in ways that minimize negative impacts on public streetscapes or adjacent sites.
2. Use landscape, building placement, and other site design strategies to improve the appearance and relationship of parking areas.
3. Incorporate sustainable practices into parking design to minimize runoff, decrease heat island effects, incorporate low-impact design features, and otherwise reduce environmental impacts.
4. Encourage smaller and dispersed parking areas to reduce visibility and impacts.

B. **Landscape Areas.** The landscape area standards in Table 7-6, Parking Lot Landscape apply to surface parking lots and are based on the size of the parking area (# of spaces) and the location of the parking area relative to the principal building (front, side, or rear).

Table 7-6: Parking Lot Landscape

Spaces per Parking Block	*Front [1]*	*Side & Rear*
201 or more	▪ Prohibited – must be broken into smaller parking blocks	▪ 10' perimeter buffer; and ▪ 8% internal islands
101 or 200	▪ 20' front setback buffer ▪ 10' perimeter buffer ▪ 8% internal island	▪ 6' perimeter buffer ▪ 5% internal islands
30-100	▪ 10' front setback buffer ▪ 6' perimeter buffer ▪ 5% internal islands	▪ 6' perimeter buffer
Under 30	▪ 6' front setback buffer ▪ 6' perimeter buffer	▪ 6' perimeter buffer, except where abutting an alley

[1] Any surface parking lot for residential uses or nonresidential uses permitted in residential districts shall be behind the front building line or setback at least 30' from the front lot line, whichever is less.

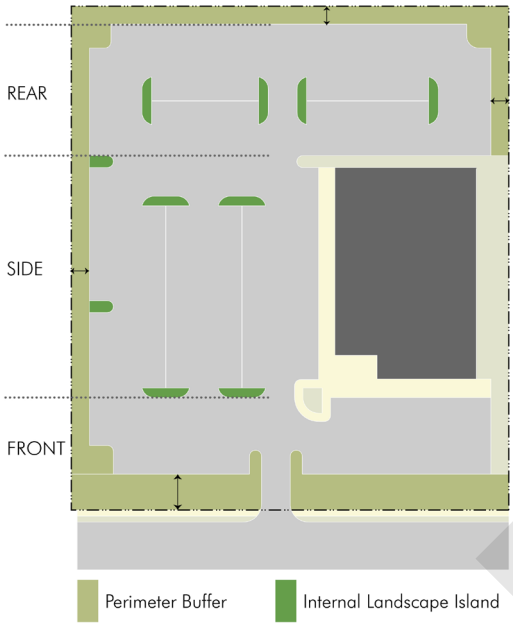


Figure 7-1 Parking Design
Design standards for parking, including buffer and landscape islands, depend on its location in relation to the building and streetscape, and on the size of the parking area. Table 7-7 is based on larger parking areas and parking in the frontage area requiring greater limits or landscape design mitigation than smaller parking areas or parking in the rear of buildings.

The landscape areas required by Table 7-6 shall be allocated as follows:

1. The perimeter landscape areas shall be continuous, except for driveways or sidewalks accessing the parking area.
2. Perimeter landscape and internal islands shall be designed at regular intervals to break up larger expanses of pavement with green space, impervious surfaces, and shade trees.
3. Interior landscape islands shall be either:
   a. A peninsula extending from the perimeter landscape area at least 9 feet wide and the depth of adjacent parking spaces.
   b. An end cap island at the required intervals that is at least 8 feet wide and at least 280 square feet for one stall and at least 300 square feet for two stalls; or
   c. A continuous “center strip” between two opposing stalls along the entire parking bank that is at least 6 feet wide.
4. Perimeter areas and center strips that include a sidewalk shall meet both the sidewalk width and the landscape area width independently, with no landscape area being less than 6 feet wide.
5. Perimeter and internal landscape areas shall include plant materials meeting the requirements of Section 8.03 Required Landscape applicable to parking areas.

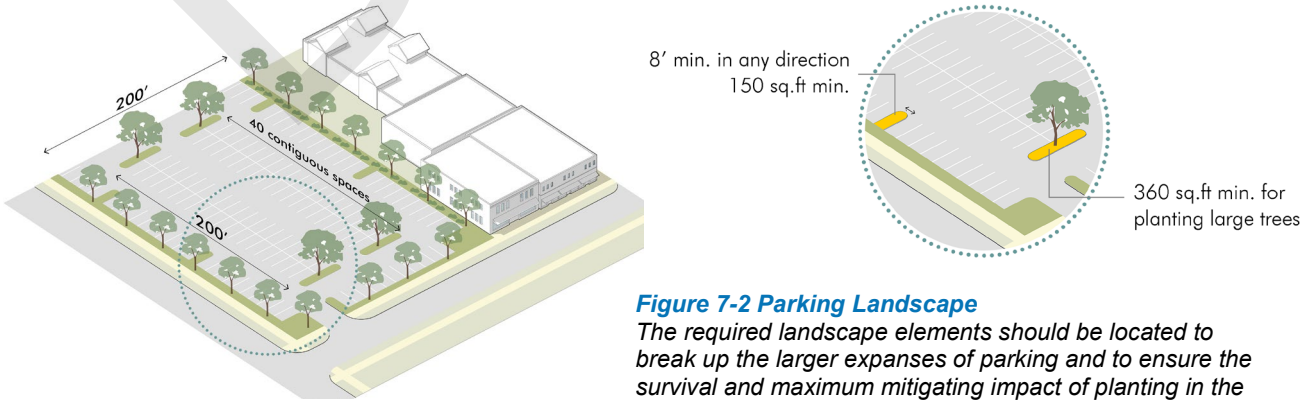


Figure 7-2 Parking Landscape
The required landscape elements should be located to break up the larger expanses of parking and to ensure the survival and maximum mitigating impact of planting in the landscape areas.

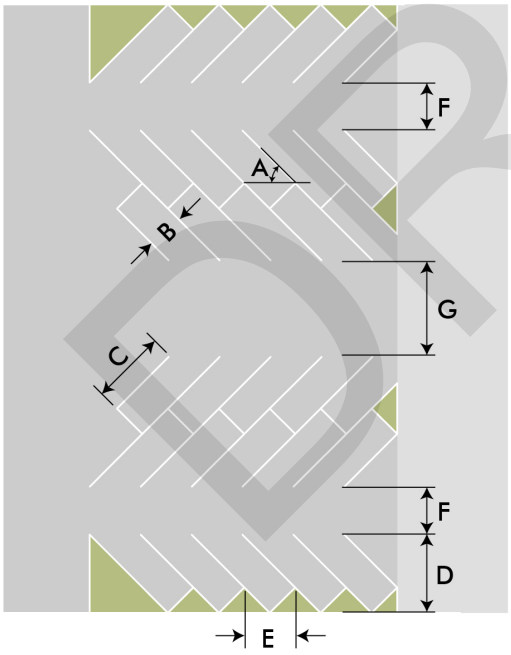
C **Sidewalks.** In meeting the standards of Sections 7.03.C and 7.04.B, a sidewalk connection shall be provided from the perimeter of the parking lot to the building entrance or building frontage. For parking areas with over 200 spaces, a sidewalk connection shall be provided through the parking areas. Sidewalks meeting this standard may be located internal to the parking lot if separated from the surface parking, in perimeter landscape area or landscape median, or along internal access lanes.

D. **Parking Dimensions.** Parking areas shall be designed to meet the dimension specifications in Table 7-7: Parking Dimensions.

Table 7-7: Parking Dimensions

Parking Angle Width (A)	Width (B)	Length (C)	Depth to Curb (D)	Curb Width (E)	Aisle Width – One-way (F)	Aisle Width – Two-way (G)	Bumper Overhang*
0°	7.0'	22'	7.0'	22'	12'	20'	n/a
30°	8.5'	20'	18'	17'	15'	20'	1.5'
45°	8.5'	20'	20'	12'	15'	20'	1.5'
60°	9.0'	19'	21'	10.5'	18'	24'	2.0'
90°	9.0'	18'	18'	9.0'	20'	24'	2.0'

* Amount of Depth to Curb dimension that may overhang landscape area or sidewalk other wheel stop block. If overhanging sidewalk, this amount shall be added to the required minimum sidewalk width.



A: Parking Angle

B: Width

C: Length

D: Depth to Curb

E: Curb Width

F: Aisle Width -- One-way

G: Aisle Width -- Two-way

Figure 7-3 Parking Dimensions
Dimensions standards of Table 7-7, applied to typical parking layouts.

E. **General Design Standards.**

1. All required parking shall be on-site except as specifically provided in this article for credits or shared parking sections. Additionally, the Director may allow for a portion of required parking off-site through a site plan review subject to the following specific considerations:

a. The parking is within 600 feet of the lot for industrial and manufacturing uses or district and 300 feet of the lot for office, business, commercial or residential uses or districts.;
b. It is in the same or comparable zoning district;
c. The presence of the off-site lot does not negatively impact potential development on that lot or in the vicinity.
d. There are no pedestrian barriers or other access constraints between the parking and use, and safe connections are provided between each.
e. An agreement demonstrating rights and control of the off-site property is provided.

2. No parking space shall be located where it backs into a street or through access drive except:
   a. Residential parking in driveways accessing buildings and lots with 6 units or less; or
   b. On-street parking on public streets or private streetscapes according to the standards in Section3.01.
3. Required parking areas shall be used solely for parking of vehicles in operating condition for patrons, occupants, or employees of the use, unless specifically authorized otherwise by provisions in this code.
4. Parking and access areas shall be designed and graded to adequately address drainage and runoff, including curb, gutters, and inlets, or other drainage strategy approved by the Public Works Director to support stormwater control measures to minimize runoff and encourage infiltration of storm water.
5. All driveway approaches in the right-of-way from the street edge to the property line shall be concrete.
6. Off-street parking areas and driveways on private property shall have an all-weather, hard surface that prevents the release of dust, mud, or silt, including asphalt or concrete. Acceptable surfaces include:
   a. Asphalt
   b. Concreted
   c. Pervious or permeable pavement with approval by the Public Works Director and subject to industry standards or performance specifications.
   d. Ribbon driveways consisting of two-wheel tracks may be acceptable for residential drives for access to less than 4 dwelling units.
   e. Gravel driveways that existed prior to March 7, 1995, or which existed at the time a property was annexed may continue provided they are not expanded and measures are taken to prohibit gravel from spilling into yards or on public streets.

F. **Loading Requirements.** In mixed-use, commercial, or industrial districts, off-street loading shall be required as indicated in Table 7-8, Loading Areas.
1. The number and size of spaces may be revised based on the operating characteristics of the particular use and determined through site plan review.
2. Loading areas shall be located on a remote portion of the building and site or internal to the block and buffered by other buildings, and are prohibited in any front or street side setback.
3. Loading areas and activities shall not interfere with the use of walkways, drive aisles, stacking areas, internal access lanes, or public streets, and shall be designed to avoid any backing from or onto a public street (except in the Center District or as permitted in F.5).
4. Loading areas shall be graded for property drainage and provided with an all-weather, dust-free surface.
5. Loading shall be screened from public streets or adjacent residential areas in a manner that best limits visibility and mitigates noise, according to the buffer types and design standards in Section 8.03.

6. In any areas, projects, or zoning district designed to promote pedestrian activity, or for buildings and sites where more compact building and site design is required, alternate loading standards shall be permitted by the Director. Alternate loading standards may include sharing of loading spaces among multiple smaller tenants, using side streets, on-street parking, or alleys – particularly where there is sufficient space during off hours for loading or deliveries, or other similar strategies that avoid designing sites for large vehicle access.

Table 7-8: Loading Areas

Gross Floor Area	*Required Loading Area and Size*
Under 10,000 s.f	N/A, or may be shared per 7.04.F.5
10,001 – 25,000 s.f	1 space; 10' x 25'
25,001 – 50,000 s.f.	2 spaces; at least one of which is increased to 10' x 50'
50,001 or more s.f.	3 spaces, plus 1 for every 50,000 s.f. over 100,000; at least two of which shall be increased to10' x 50'

7.06 Modifications

The PD Director or the Planning Commission may consider alternative landscape and site design plans through the site plan process in Article 2, Procedures. In addition to the general site plan criteria in Sections 2.04, any proposed alternative landscape and site design shall result in one or more of the following additional benefits:

A. The alternative is based on evidence of similar uses in similar contexts or other industry standards that indicate the access and parking plan is sufficient due to any of the following:
   1. The format of the use;
   2. The extent of the project and the scale of the access and parking management or shared parking strategies (larger scales warranting more flexibility and smaller scales warranting less).
   3. The likelihood that patrons or tenants have reduced car ownership or drive less;
   4. The availability and practicality of walking, bicycling or transit access supporting the use; or
   5. Other transportation demand management plans proposed by the applicant, including the ability for the plan to meet evolving needs through changes in uses, parking demand, and/or transportation habits.

B. The alternative results in better site arrangement considering proposed landscape and buildings, preserving existing landscape, or promoting better environmental performance of the site and buildings.