

**CALIFORNIA COASTAL COMMISSION**

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# Tue 9d

October 26, 2006

**TO: COMMISSIONERS AND INTERESTED PERSONS**

**FROM: SHERILYN SARB, ACTING SOUTH COAST DEPUTY DIRECTOR  
DEBORAH LEE, ACTING DISTRICT MANAGER, SAN DIEGO AREA OFFICE  
DIANA LILLY, COASTAL PROGRAM ANALYST, SAN DIEGO AREA OFFICE**

**SUBJECT: STAFF RECOMMENDATION ON MAJOR AMENDMENT #1-06 (Parking Requirements) TO THE CITY OF IMPERIAL BEACH LOCAL COASTAL PROGRAM (For Public Hearing and Possible Action at the Meeting of November 14-17, 2006)**

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## SYNOPSIS

### SUMMARY OF AMENDMENT REQUEST

The subject LCP implementation plan amendment was submitted and filed as complete on July 10, 2006. A one-year time extension was granted on August 10, 2006.

The City is proposing to amend its certified LCP implementation plan to allow the expansion of existing residential structures without the need to provide additional off-street parking. The amendment would create two categories of parking exemptions. Smaller additions are currently allowed by right. As proposed, parking exemptions would be allowed for larger additions (greater than 500 sq.ft. or greater than a combined total of 1,500 sq.ft.) with the approval of the Community Development Department.

The amendment also makes some minor revisions to allow tandem parking for projects subject to the above provisions, and to reduce garage/carport setback requirements and minimum driveway widths.

The amendment also revises the parking space surfacing requirements to allow the use of non-porous paving materials, and to require that urban runoff from imperviously-surfaced parking areas to drain into filters.

### SUMMARY OF STAFF RECOMMENDATION

Staff recommends that, following a public hearing, the Commission deny the proposed City of Imperial Beach Implementation Plan Amendment #1-06 as submitted, and then approve the amendment subject to the suggested modifications listed below. As proposed, the amendment would allow unlimited expansions to either single-family or multi-family residences regardless of the availability, or lack of available on-site parking. As such, the amendment could result in adverse impacts to public access and recreation.

Therefore, Suggested Modifications narrow the circumstances and locations at which new additions may be exempt from parking requirements, which will ensure that all of the circulation, recreation, and access protection policies contained in the certified LUP are adhered to.

The appropriate resolutions and motions begin on Page 3. The suggested modifications begin on Page 4. The findings for denial of the Implementation Plan Amendment as submitted and approval of the plan, if modified, begin on Page 5.

## **ADDITIONAL INFORMATION**

Further information on the City of Imperial Beach LCP Amendment #1-06 may be obtained from **Diana Lilly**, Coastal Planner, at (619) 767-2370.

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## **PART I. OVERVIEW**

### **A. LCP HISTORY**

On June 30, 1981, the City of Imperial Beach formally submitted its Land Use Plan (LUP) for Commission approval. The plan, as originally submitted, comprised the City's entire General Plan (10 elements and a policy plan). Since the plan contained a large volume of material that was not coastal-related and policies addressing coastal issues were found throughout many of the elements, staff summarized the coastal policies into one document. This policy summary along with the Land Use Element was submitted to the Commission as the LCP Land Use Plan.

On September 15, 1981, the Commission found substantial issue with the LUP, as submitted, denied and then conditionally approved the LUP with recommended policy changes for all policy groups. The City resubmitted the LCP Land Use Plan in early 1982, incorporating most of the Commission's suggested policy modifications. This included modification language related to the preservation and protection of Oneonta Slough/Tijuana River Estuary and South San Diego Bay, preservation and enhancement of coastal access and the provision for visitor-serving commercial uses in the Seacoast District. On March 16, 1982, the Commission certified the City of Imperial Beach LCP Land Use Plan as submitted. The Commission on November 18, 1982 effectively certified the land use plan. In 1983, prior to certification of the Implementation Plan, the Commission approved an amendment to the LUP to correct a mapping error.

On August 15, 1983, the City began issuing coastal development permits pursuant to Section 30600.5 (Hannigan provisions) of the Coastal Act based on project compliance with its certified LUP. The City then submitted its entire Zoning Ordinance in order to implement the provisions of the certified Land Use Plan. The zoning ordinance was completely rewritten in order to implement the LUP. On September 26, 1984, the Commission approved the LCP/Implementation Plan as submitted. As of February 13, 1985, the City has been issuing coastal development permits under a certified local coastal program. Subsequent to the Commission's actions on the land use plan and

implementation plan, there have been approximately twenty-eight amendments to the certified local coastal program.

### **B. STANDARD OF REVIEW**

Pursuant to Section 30513 of the Coastal Act, the Commission may only reject zoning ordinances or other implementing actions, as well as their amendments, on the grounds that they do not conform with, or are inadequate to carry out, the provisions of the certified land use plan. The Commission shall take action by a majority vote of the Commissioners present.

### **C. PUBLIC PARTICIPATION**

The City has held City Council meetings with regard to the subject amendment request. All of those local hearings were duly noticed to the public. Notice of the subject amendment has been distributed to all known interested parties.

## **PART II. LOCAL COASTAL PROGRAM SUBMITTAL - RESOLUTIONS**

Following a public hearing, staff recommends the Commission adopt the following resolutions and findings. The appropriate motion to introduce the resolution and a staff recommendation are provided just prior to each resolution.

- I. MOTION I:**     *I move that the Commission reject the Implementation Program Amendment #1-06 for the City of Imperial Beach as submitted.*

### **STAFF RECOMMENDATION OF REJECTION:**

Staff recommends a **YES** vote. Passage of this motion will result in rejection of Implementation Program and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

### **RESOLUTION TO DENY CERTIFICATION OF THE IMPLEMENTATION PROGRAM AS SUBMITTED:**

The Commission hereby denies certification of the Implementation Program Amendment submitted for the City of Imperial Beach and adopts the findings set forth below on grounds that the Implementation Program as submitted does not conform with, and is inadequate to carry out, the provisions of the certified Land Use Plan. Certification of the Implementation Program would not meet the requirements of the California Environmental Quality Act, as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the Implementation Program as submitted.

**II. MOTION II:** *I move that the Commission certify the Implementation Program Amendment #1-06 for the City of Imperial Beach if it is modified as suggested in this staff report.*

**STAFF RECOMMENDATION:**

Staff recommends a **YES** vote. Passage of this motion will result in certification of the Implementation Program Amendment with suggested modifications and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

**RESOLUTION TO CERTIFY THE IMPLEMENTATION PROGRAM AMENDMENT WITH SUGGESTED MODIFICATIONS:**

The Commission hereby certifies the Implementation Program Amendment for the City of Imperial Beach if modified as suggested and adopts the findings set forth below on grounds that the Implementation Program Amendment with the suggested modifications conforms with, and is adequate to carry out, the provisions of the certified Land Use Plan. Certification of the Implementation Program Amendment if modified as suggested complies with the California Environmental Quality Act, because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the Implementation Program Amendment on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment.

**PART III. SUGGESTED MODIFICATIONS**

Staff recommends the following suggested revisions to the proposed Implementation Plan be adopted. The underlined sections represent language that the City is proposing be added to the Plan and the ~~struck-out~~ sections represent language which the City is proposing be struck. The double-underlined sections represent language that the Commission suggests be added, and the ~~double-strike-out~~ sections represent language that the Commission suggests be deleted from the language as submitted.

1. The following changes shall be made to Section 19.48.010, the Off-Street Parking chapter:

**19.48.020. Requirements generally--Existing buildings and additions.**

A. The commercial parking requirements of this chapter shall be observed only for proposed commercial uses or developments requiring site plan review by the planning commission, as identified in subsections 19.26.020(C), 19.27.020(D), provided that in no case shall the number of existing parking spaces be reduced and that any new and all existing parking spaces shall be permanently available and be permanently maintained for parking purposes.

- B. Cumulative Alterations or additional additions to existing single-family dwellings residential structures that are not new dwelling units of up to five hundred square feet, or a combined total (existing square footage plus new square footage) of up to fifteen hundred square feet, whichever is greater neither of which is exceeded, shall be allowed without providing additional off-street parking as required by this chapter, provided that in no case shall the number of existing off-street parking spaces be reduced and that any new and all existing off-street parking spaces shall be made permanently available and be permanently maintained for parking purposes.

In addition, for multi-family residential structures in the following areas, the parking exemption shall not be allowed where the addition consists of a new bedroom, or would be located on a portion of the lot that could otherwise be used to meet the parking requirement:

1. West of Seacoast Drive
2. The R-1500 zone adjacent to Seacoast Drive
3. The R-1-600 zone adjacent to Seacoast Drive
4. The C-2 zone adjacent to Seacoast Drive (extending only one lot east of Seacoast Drive along Palm Avenue)

- C. Cumulative Alterations or additions greater than five hundred square feet to existing residential structures, that are not new dwelling units, or a combined total (existing square footage plus new square footage) greater than fifteen hundred square feet, may be allowed without providing additional off-street parking as required by this chapter with the approval of a site plan and design review application by the Community Development Department. ~~Among the factors that may be considered in this decision include but are not limited to:~~ that demonstrate there are inadequate side yards or areas to provide the additional parking, no adjacent alley to provide access for the additional parking, and ~~sufficient space to provide~~ substitute tandem parking in the driveway will be provided.

#### **PART IV. FINDINGS FOR DENIAL OF THE CITY OF IMPERIAL BEACH'S IMPLEMENTATION PLAN AMENDMENT #1-06 AND APPROVAL IF MODIFIED**

##### **A. AMENDMENT DESCRIPTION**

The City is proposing to amend its certified LCP implementation plan to allow additions to residential structures without requiring the provision of additional off-street parking spaces.

The City's existing code requires that most residential uses provide two parking spaces per dwelling unit; residential units in the C-1, C-2, C-3, MU-1 and MU-2 zones require 1.5 spaces per unit. In some zones, 100% of the parking must be covered parking, in others 50% or less. Under the City's existing code, single-family residences that do not have the required parking spaces are allowed, by right, to add up to 500 sq.ft. of new floor area, or a combined total of 1,500 sq.ft. of floor area (existing square footage plus

new square footage), whichever is greater, without providing the additional required off-street parking.

The proposed amendment would make several revisions to this policy, as shown below in ~~strike-out~~/underline format.

**19.48.020. Requirements generally--Existing buildings and additions.**

- A. The commercial parking requirements of this chapter shall be observed only for proposed commercial uses or developments requiring site plan review by the planning commission, as identified in subsections 19.26.020(C), 19.27.020(D), provided that in no case shall the number of existing parking spaces be reduced and that any new and all existing parking spaces shall be permanently available and be permanently maintained for parking purposes.
- B. Alterations or ~~additional~~ additions to existing ~~single-family dwellings~~ residential structures of up to five hundred square feet, or a combined total (existing square footage plus new square footage) of up to fifteen hundred square feet, ~~whichever is greater~~ neither of which is exceeded, shall be allowed without providing additional off-street parking as required by this chapter, provided that in no case shall the number of existing off-street parking spaces be reduced and that any new and all existing off-street parking spaces shall be made permanently available and be permanently maintained for parking purposes.
- C. Alterations or additions greater than five hundred square feet to existing residential structures, or a combined total (existing square footage plus new square footage) greater than fifteen hundred square feet, may be allowed without providing additional off-street parking as required by this chapter with the approval of a site plan and design review application by the Community Development Department. Among the factors that may be considered in this decision include but are not limited to: inadequate side yards to provide the additional parking, no adjacent alley to provide access for the additional parking, and sufficient space to provide substitute tandem parking in the driveway.

First, as revised, the parking exemptions would be applicable to any residential structure, not just single-family residences.

Second, the amendment would create two categories of parking exemptions. Smaller additions would continue to be allowed by right (subsection B), with the size of an addition capped at 500 sq.ft. (currently, additions of more than 500 feet are allowed, as long as the entire residence will be less than 1,500 sq.ft.).

Parking exemptions would be allowed for larger additions (greater than 500 sq.ft. or greater than a combined total of 1,500 sq.ft.) with the approval of the Community Development Department (subsection C). The amendment lists several factors that could be considered by the Community Development Department, such as site constraints

preventing the provision of additional parking, and available tandem driveway parking, but does not require any specific finding be made in order to grant the parking exemption.

The amendment also makes some minor revisions to allow tandem parking for projects subject to the above provisions, and to reduce garage/carport setback requirements and minimum driveway widths.

The amendment also revises the parking space surfacing requirements to allow the use of non-porous paving materials, and to require that urban runoff from imperviously-surfaced parking areas to drain into filters.

## **B. CONFORMANCE WITH THE CERTIFIED LAND USE PLAN**

The standard of review for LCP implementation submittals or amendments is their consistency with and ability to carry out the provisions of the certified LUP. The certified LUP has a number of goals and policies relevant to the proposed amendment.

The Circulation Element of the LUP states in part:

### **GOAL 1 BALANCED CIRCULATION**

The quality of life and economic vitality of Imperial Beach is dependent upon a safe and efficiently operating circulation system that provides for pedestrians, bicycles, trucks, automobiles and public transportation. Specific aspects of this system should include:

[...]

#### **d. Visitor Parking and Traffic**

Some street parking and traffic for regional daily visitors is accepted within the known constraint that the demand for beach parking may often exceed the supply when the weather and beach conditions are attractive. However, within this context, the volume and regularity of parking and traffic intrusions into residential areas should be minimized where practical.

#### **C-22      Parking**

Parking for both residents and visitors shall be provided as part of new development. Implementation actions shall include:

##### **a. Seacoast Drive**

The use of in lieu parking fees, off-site parking facilities and shared parking shall be encouraged for properties located west of Seacoast Drive and on Seacoast Drive.

The intent of this policy is to encourage a more pedestrian atmosphere near the beach and develop properties near the ocean with commercial and recreational uses rather than parking lots.

[...]

**c. Residential Areas**

In lieu parking fees and/or off-site parking may be used for multi-family dwellings where it improves residential design as related to providing ground floor, street facing residential dwellings.

[...]

**h. Detailed Parking Standards Shall Be Included In the Zoning Ordinance**

The Standards shall use the following guidelines:

Residential - 1.5 to 2.0 spaces per dwelling unit.

The Conservation Element and Open Space Element of the LUP states in part:

**CO-1 The Beach**

Imperial Beach has few industries and must, therefore, rely on the attraction of tourists for economic development. The beach area is most critical and the City should:

[...]

3. Insure continued public access to beaches and, where possible, provide additional access, as well as increased public parking opportunities in the beach area (see Parks, Recreation and Access Element).

The Parks, Recreation, and Access Element of the LUP states in part:

**GOAL 14 SHORELINE ACCESS**

To provide physical and visual access in the City's five coastal resource areas for all segments of the population without creating a public safety concern, overburdening the City's public improvements, or causing substantial adverse impacts to adjacent private property owners.

**1. Findings For Denial**

The City's has indicated that several times over the last few years, it has received requests for additions to older homes with one-car garages and no room on the lot to provide additional covered parking. Under the City's existing code, many such expansions would not be permitted, even if tandem or uncovered parking were available on the lot. Thus, the purpose and intent of the proposed ordinance amendment is to relax the City's parking requirements to allow residential expansions without requiring that additional parking be provided.



As listed above, the City's LUP has a variety of policies and requirements that private development provide adequate parking, and that public access and recreation be preserved and protected. The concern with parking exemptions is that if sufficient off-street residential parking is not provided, residents will park on the street or in beach parking lots, impacting the ability of the general public to access and enjoy the shoreline.

The City has indicated that the goal of the proposed amendment is to allow residential expansions in limited circumstances, such as the construction of an addition to a single-family residence where there is insufficient room on the site to construct an enclosed garage, but at least two parking spaces could be provided in the driveway. However, as written, the amendment would allow additions in many different situations, some of which could adversely impact public access and recreation. For example, the amendment does not prohibit additions involving the creation of new units on a lot, which could substantially increase the demand for parking. The proposed language does not indicate if the permitted 500 sq.ft. addition is a cumulative total for any structure, or if multiple 500 sq.ft. projects can be exempted over time.

As proposed, the Community Development Department could approve a parking exemption for any size addition, for any reason, without requiring that the existing or new structure provide additional parking, regardless of the availability (or lack of) off-street parking on the site. This could be particularly problematic for multi-family dwellings, where an increase in the number of bedrooms for each unit would likely significantly increase the demand for parking associated with the structure. (The City's existing code does not base parking requirements for multi-family structures on the number of bedrooms, but instead requires a straight 2 or 1.5 spaces per unit, depending on the zone. Nevertheless, it is probable that the addition of new bedrooms to an existing multi-family structure increases the demand for parking at the site).

Although no specific surveys were performed, City staff has indicated that there are relatively few lots in the City that are not built out or are currently under parked; thus, the proposed amendment is not expected to be widely applicable. Nevertheless, given the high demand for shoreline access and beach parking along the City's shoreline, the Commission feels is particularly crucial that parking standards not be reduced in this area. Most of the residential structures in this area are multi-family, and as described about, allowing unlimited expansions to these structures without ensuring that adequate parking is provided could well impact the availability of public parking. Thus, as submitted, the proposed amendment is not consistent with the circulation, public access, and recreation policies of the certified LUP.

## 2. Findings For Approval

To address these issues, Commission staff and staff at the City of Imperial Beach have developed modifications to the proposed parking revisions. The City has indicated that the addition of new units was not intended to be covered in the proposed parking exemptions, and thus, Suggested Modification #1 (Subsections A and B) includes language disallowing the addition of new dwelling units from parking exemptions. Language has also been added clarifying that the maximum size of an addition that may

qualify for a parking exemption is cumulative, and thus, can only be used until that maximum is reached.

For the larger additions requiring Community Development Department approval, the City has suggested language clarifying that the exemption can only be granted if tandem parking will be substituted for the required covered parking. The Commission has allowed tandem parking in many beach communities. As long as required parking will be provided on site, allowing the additions to either single-family or multi-family residences will not have any adverse impact on public access.

However, as proposed, the provision of tandem parking would not be required for the smaller additions (up to 500 sq.ft. or a combined total of up to 1,500 sq.ft.), which would be permitted to take the parking exemption by right. Given the small size of the additions allowed under this provision, it is unlikely granting the parking exemption will have a significant impact, except in along the shoreline where the demand for public parking is the highest, and almost all of the residential structures are multi-family units. A single-family residence could never be deficient in parking by more than 2 spaces, since single-family residences only require 2 parking spaces, regardless of size. However, the City requires 2 to 1.5 spaces per unit for multi-family structures, and thus, a larger structure deficient in parking could noticeably impact the availability of surrounding public street parking. As proposed, an existing multi-family structure that was currently underparked could add bedrooms to several existing units and still fall under 500 sq.ft., and thus would not need to provide additional parking to meet the 1.5 spaces per unit required by the LUP. Along the shoreline, this could have a direct adverse impact on the ability of the public to access the beach.

Therefore, Suggested Modification #1 (Subsection B) establishes an area around Seacoast Drive, the City's main shoreline access route paralleling the coast, wherein the exemption would not apply for multi-family residential structures where the addition consists of a new bedroom, or would be located on a portion of the lot that could otherwise be used for parking (see Exhibit #3). Additions that involved expanding existing bedrooms or other rooms, lobby or common areas, etc. would still be allowed by right, if they fell under the square footage limitation, but additions that increased the demand for parking, or eliminated the ability to provide the required parking on the site, would not be allowed. Thus, consistent with the policies of the certified LUP, the circulation, public recreation and access resources of the city will be protected.

With the suggested modifications, the proposed LCP amendment is consistent with the circulation, public recreation and access policies of the certified LUP. The proposed amendment, if modified as suggested, conforms to the certified land use plan, and the proposed ordinance can be found in conformance with and adequate to implement the certified LUP.

**PART IV. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local government from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program. Instead, the CEQA responsibilities are assigned to the Coastal Commission and the Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under CEQA Section 21080.5, the Commission is relieved of the responsibility to prepare an EIR for each LCP.

Nevertheless, the Commission is required in an LCP submittal or, as in this case, an LCP amendment submittal, to find that the LCP, or LCP, as amended, does conform to CEQA provisions. In the case of the subject LCP amendment, the Commission finds that approval of the subject LCP amendment, if modified as suggested, would not result in significant environmental impacts under the meaning of the California Environmental Quality Act.

Suggested modifications have been added that allowing additions to be exempt from parking requirement can occur only in limited circumstances, where no impacts to public access and recreation will occur. If modified as suggested, no impacts to coastal resources will result from the amendment.

Any specific impacts associated with individual development projects would be assessed through the environmental review process, and, an individual project's compliance with CEQA would be assured. Therefore, the Commission finds that no significant unmitigable environmental impacts under the meaning of CEQA will result from the approval of the proposed LCP amendment as modified.

ORDINANCE NO. 2005-1032

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH, CALIFORNIA, AMENDING CHAPTER 19.48 (OFF-STREET PARKING) OF THE ZONING ORDINANCE. MF 692.

**WHEREAS**, on September 7, 2005, October 4, 2005, and on October 19, 2005, the City Council of the City of Imperial Beach held a duly advertised public hearing to consider the merits of amending Chapter 15.48 (Off-Street Parking) of Title 19 (Zoning) of the Imperial Beach Municipal Code and public testimony has been heard and considered; and

**WHEREAS**, the City Council finds that the amendment is consistent with the General Plan and is in substantial compliance with Policy C-22 of the Circulation Element of the General Plan/Local Coastal Plan, which promotes adequate parking for development; and

**WHEREAS**, the City Council of the City Of Imperial Beach hereby finds that the proposed Zoning Ordinance Amendment, pursuant to Government Code Section 65860, is externally consistent with the General Plan/Local Coastal Plan; and

**WHEREAS**, this project complies with the requirements of the California Environmental Quality (CEQA) as this project would be exempt pursuant to CEQA Guidelines Section 15061.b.3 entitled Review for Exemption, where it can be seen with certainty that this project would not have a significant effect on the environment as the proposed amendment would require that applicants for residential additions provide substitute off-street parking and individual permit cases would be subject to additional environmental review for compliance with CEQA and the amendment to the parking regulations that would allow substitute paving materials to comply with water quality regulations.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH DOES ORDAIN AS FOLLOWS:**

**SECTION 1:** That Section 19.48.020. be amended to read as follows:

**19.48.020. Requirements generally--Existing buildings and additions.**

- A. The commercial parking requirements of this chapter shall be observed only for proposed commercial uses or developments requiring site plan review by the planning commission, as identified in subsections 19.26.020(C), 19.27.020(D), provided that in no case shall the number of existing parking spaces be reduced and that any new and all existing parking spaces shall be permanently available and be permanently maintained for parking purposes.
- B. Alterations or additions to existing residential structures of up to five hundred square feet, or a combined total (existing square footage plus new square footage) of up to fifteen hundred square feet, neither of which is exceeded, shall be allowed without providing additional off-street parking as required by this chapter, provided that in no case shall the number of existing off-street parking spaces be reduced and that any new and all existing off-street parking spaces shall be made permanently available and be permanently maintained for parking purposes. (Ord. 94-888, 1994)
- C. Alterations or additions greater than five hundred square feet to existing residential structures, or a combined total (existing square footage plus

EXHIBIT #1

Resolution of Approval

LCPA #1-06 Imperial Beach Parking

new square footage) greater than fifteen hundred square feet, may be allowed without providing additional off-street parking as required by this chapter with the approval of a site plan and design review application by the Community Development Department. Among the factors that may be considered in this decision include but are not limited to: inadequate side yards to provide the additional parking, no adjacent alley to provide access for the additional parking, and sufficient space to provide substitute tandem parking in the driveway.

**SECTION 2:** That Section 19.48.030. be amended to read as follows:

**19.48.030. Required spaces--Residential uses.**

The number of required off-street parking spaces for residential uses shall be as follows:

- A. R-1-6000, R-1-3800, R-3000, and R-3000-D: two spaces per dwelling unit, one hundred percent enclosed;
- B. R-2000 and R-1500: two spaces per dwelling unit, fifty percent enclosed;
- C. Residential dwelling units in the C-1, C-2, C-3, MU-1 and MU-2 zones: 1.5 spaces per dwelling unit. (Ord. 94-888, 1994)

**SECTION 3:** That Section 19.48.050.A be amended to read as follows:

- A. Automobile service stations: one space for each pump island;

**SECTION 4:** That Section 19.48.051 be amended to read as follows:

**19.48.051. Required spaces--Commercial centers.**

For commercial centers (two or more commercial uses) the combined uses (pursuant to Section 19.48.050.) shall not require off-street parking greater than one space per two hundred fifty square feet of net floor area plus one space per two employees. (Ord. 94-884, 1994; Ord. 665 § 2, 1985; Ord. 601 § 1 (part), 1983)

**SECTION 5:** That Sections 19.48.100 through 19.48.130 be amended to read as follows:

**19.48.100. Access.**

- A. No parking area in a C-1, C-2, or C-3 zone shall be located so as to require or encourage the backing of automobiles or other vehicles across any street lot line to effect egress from the place of parking.
  - B. Parking areas in R zones shall meet the following standard:
    - 1. Where properties abut both an alley and a street designed as a collector, major or prime arterial, no new street curb cuts or parking layouts requiring backing into the street shall be allowed;
    - 2. Where properties abut both a collector, major or prime arterial and a local street, access shall be taken only from the local street;
    - 3. Properties abutting both an alley and residential street shall take access from the alley with the exception that one sixteen foot wide
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curb cut allowing no more than two vehicles to back into the street may be allowed.

- C. Each parking space shall be provided with adequate ingress and egress to a public street or alley. "Adequate ingress and egress" means a driveway meeting the following conditions:
1. Minimum width of nine feet;
  2. Surfaced as required in this chapter;
  3. No part included in the area of a required parking space;
  4. Minimum width of driveway serving more than two dwelling units or a commercial use shall be twelve feet;
  5. Minimum width of driveway providing two-way access shall be eighteen feet;
  6. Minimum width of driveway providing two-way access to a parking area serving nine or fewer spaces on a fifty-foot-wide or smaller lot shall be twelve feet, when the parking area is not between a structure and a street subject to site plan approval by the Community Development Department;
  7. Any driveway also used for back-out and maneuvering for adjacent parking shall provide a width required under subsection D of this section.
- D. The free-and-clear back-out and turning radius from a parking space to a drive aisle shall be no less than twenty-four feet.
- E. All accessways shall be kept free and clear of any obstructions for a height of not less than seven feet.
- F. Notwithstanding lesser setback requirements or other provisions of this title, the minimum distance from the street lot line to the door of a garage or the entrance of a carport shall be twenty feet where the garage or the entrance of a carport faces the street and the driveway is perpendicular to the street; this setback distance may be reduced to 15 feet subject to site plan and design review approval by the Community Development Department. (Ord. 94-884, 1994; Ord. 635 § 5, 1984; Ord. 628 § 1, 1984; Ord. 690 § 13 (part), 1983; Ord. 601 § 1 (part), 1983)

**19.48.110. Location.**

Off-street parking facilities shall be located as follows:

- A. Same Building Site. Required off-street parking spaces shall be located on the same lot they are required to serve.
- B. Tandem Parking. Every required parking space shall have unrestricted ingress and egress which does not require the moving of another vehicle. This restriction may be modified by the Community Development Department for those projects subject to Section 19.48.020.C.
- C. Angle Parking. Where required parking spaces are located at an angle to the required access way of greater or less than ninety degrees, the one-way drive aisle width for a sixty degree angle shall be eighteen feet, for a
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forty-five degree angle thirteen feet six inches and for a thirty degree angle twelve feet.

- D. The minimum two-way aisle width shall be twenty four feet in all cases.
- E. Commercial Parking. Required off-street parking facilities serving commercial or mixed commercial-residential buildings or uses may be located in any part of a lot except within five feet of any street lot line.
- F. Residential Dwellings. Required off-street parking facilities serving dwelling units shall be located as follows:
  - 1. Unenclosed and uncovered parking spaces shall be permitted in any portion of a lot, except the required front yard of any lot (in any case not within fifteen feet of the front property line) and the required street side yard of a corner or reversed corner lot. This restriction may be modified by Site Plan/Design Review approval pursuant to Section 19.48.020.C. Any parking enclosure or cover shall respect structural yard requirements as established under this title.
  - 2. No parking area, the location of which is not regulated by the requirements enumerated in this section, shall be located any closer than three feet from any side property line except for parking in a rear yard accessing off an alley. (Ord. 94-884, 1994; Ord. 690 §§ 14, 15, 1986; Ord. 635 § 6, 1984; Ord. 601 § 1 (part), 1983)

#### **19.48.120. Surfacing.**

All parking spaces, parking areas and driveways shall be surfaced with portland cement concrete on a suitable base as determined by the building official or may be surfaced with alternative paving materials approved by the Community Development Department such as but not limited to: turf pavers, ribbon driveways, and pervious concrete. Urban runoff from imperviously surfaced driveways and parking areas shall be designed to drain toward approved biofiltration areas or media filtration mechanisms. Parking spaces and parking areas shall be part of or adjacent to the paved driveway. Parking off a paved driveway, on lawns or on unpaved areas, shall not be allowed. (Ord. 98-933 § 4, 1998; Ord. 98-931 § 9, 1998; Ord. 94-884, 1994; Ord. 601 § 1 (part), 1983)

#### **19.48.130. Marking.**

- A. Each parking space shall be clearly marked and striped with paint or other more durable materials, contrasting in color with the surface to which it is applied, so as to delineate the boundaries of such space. Markings shall not be required where the boundaries are evident because of curbs, termination of paving, or similar reasons.
- B. Parking spaces serving multiple family buildings (more than two dwelling units) shall be marked with the apartment number (or other designation) of each dwelling unit, so that each dwelling unit is assigned a parking space. Additional parking spaces, required or optional, need not be marked. (Ord. 94-884, 1994; Ord. 601 § 1 (part), 1983)

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**SECTION 6:** This ordinance shall become effective only when certified by the California Coastal Commission but not sooner than thirty (30) days following its passage and adoption by the City Council.

**SECTION 7:** The City Council of the City of Imperial Beach hereby declares that should any section, paragraph, sentence, phrase, term or word of this Ordinance, hereby adopted, be declared for any reason to be invalid, it is the intent of the City Council that it would have adopted all other portions of this Ordinance irrespective of any such portion declared invalid.

**Appeal Process under the California Code of Civil Procedure (CCP):** The time within which judicial review of a City Council decision must be sought is governed by Section 1094.6 of the CCP. A right to appeal a City Council decision is governed by CCP Section 1094.5 and Chapter 1.18 of the Imperial Beach Municipal Code.

**INTRODUCED AND FIRST READ** at a regular meeting of the City Council of the City of Imperial Beach, California, held the 4<sup>th</sup> day of October 2005; and thereafter **PASSED AND ADOPTED** at a regular meeting of the City Council of the City of Imperial Beach, California, held on the 19<sup>th</sup> day of October 2005, by the following roll call vote:

<b>AYES:</b>	<b>COUNCILMEMBERS:</b>	<b>MCCOY, WINTER, MCLEAN, JANNEY, ROSE</b>
<b>NOES:</b>	<b>COUNCILMEMBERS:</b>	<b>NONE</b>
<b>ABSENT:</b>	<b>COUNCILMEMBERS:</b>	<b>NONE</b>

Diane Rose  
**DIANE ROSE, MAYOR**

**ATTEST:**

Jacqueline Hald

JACQUELINE HALD, CMC  
**CITY CLERK**

**APPROVED AS TO FORM:**

James P. Lough

JAMES P. LOUGH,  
**CITY ATTORNEY**

I, City Clerk of the City of Imperial Beach, do hereby certify the foregoing to be a true and exact copy of Ordinance No. 2005-1032 - An Ordinance of the City Council of the City of Imperial Beach, California AMENDING CHAPTER 19.48 (OFF-STREET PARKING) OF THE ZONING ORDINANCE. M.F. 692.

Jacqueline M. Hald  
**CITY CLERK**

12/14/05  
**DATE**



## Adopted Amendments in ~~strikeout~~/underline format

### Chapter 19.48. OFF-STREET PARKING

#### 19.48.010. Purpose of provisions.

The parking regulations contained in this chapter are intended to provide space off public streets for automobiles and other vehicles, to prevent traffic congestion, to encourage safe vehicular travel, and to provide for the welfare and convenience of residents and shoppers. This chapter recognizes that adequate off-street parking facilities should be provided in accordance with the type of land use, and the standards set forth in this Title should be the minimum required to provide reasonable assurance that the public health, safety and welfare will be maintained. (Ord. 94-884, 1994; Ord. 601 § 1 (part), 1983)

#### 19.48.020. Requirements generally--Existing buildings and additions.

- A. The commercial parking requirements of this chapter shall be observed only for proposed commercial uses or developments requiring site plan review by the planning commission, as identified in subsections 19.26.020(C), 19.27.020(D), provided that in no case shall the number of existing parking spaces be reduced and that any new and all existing parking spaces shall be permanently available and be permanently maintained for parking purposes.
- B. Alterations or additional additions to existing ~~single family dwellings~~ residential structures of up to five hundred square feet, or a combined total (existing square footage plus new square footage) of up to fifteen hundred square feet, ~~whichever is greater~~ neither of which is exceeded, shall be allowed without providing additional off-street parking as required by this chapter, provided that in no case shall the number of existing off-street parking spaces be reduced and that any new and all existing off-street parking spaces shall be made permanently available and be permanently maintained for parking purposes. (Ord. 94-888, 1994; Ord. 2005-1032, 2005)
- C. Alterations or additions greater than five hundred square feet to existing residential structures, or a combined total (existing square footage plus new square footage) greater than fifteen hundred square feet, may be allowed without providing additional off-street parking as required by this chapter with the approval of a site plan and design review application by the Community Development Department. Among the factors that may be considered in this decision include but are not limited to: inadequate side yards to provide the additional parking, no adjacent alley to provide access for the additional parking, and sufficient space to provide substitute tandem parking in the driveway. (Ord. 2005-1032, 2005)

#### 19.48.030. Required spaces--Residential uses.

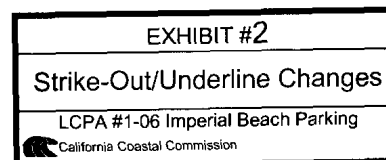
The number of required off-street parking spaces for residential uses shall be as follows:

- A. R-1-6000, R-1-3800, R-3000, and R-3000-D: two spaces per dwelling unit, one hundred percent enclosed; (Ord. 2005-1032, 2005)
- B. R-2000 and R-1500: two spaces per dwelling unit, fifty percent enclosed;
- C. Residential dwelling units in the C-1, C-2, C-3, MU-1 and MU-2 zones: 1.5 spaces per dwelling unit. (Ord. 94-888, 1994)

#### 19.48.040. Required spaces--Other residentially oriented uses.

The number of required off-street parking spaces for other residentially oriented uses shall be as follows:

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- A. Hotels, motels, motor hotels: one space each unit consisting of one bedroom and one bath without cooking facilities; one and one-half spaces for each unit with cooking facilities;
- B. Boarding houses, retirement homes and clubs having sleeping rooms: two spaces plus one space for each three beds;
- C. Mobile home parks, trailer parks: one and one-half spaces for each trailer space;
- D. Hospitals, sanitariums: one and one-half spaces for each bed. (Ord. 2002-986 §§ 9, 10, 2002; Ord. 94-888, 1994; Ord. 601 § 1 (part), 1983)

**19.48.050. Required spaces--Commercial and other uses.**

The number of required off-street parking spaces for commercial and other uses shall be as follows:

- A. Automobile services stations: one space for each pump island; (Ord. 2005-1032, 2005)
- B. Bowling alleys: two spaces for each lane;
- C. Car washes, self-service or attendant-operated: three spaces for each stall;
- D. Schools: five spaces plus one for each employee;
- E. The following uses require one space for each fifty square feet of net floor area; plus one space per two employees at largest work shift:
  - 1. Drive-in restaurants and food stands.
- F. The following uses require one space for each seventy-five square feet of net floor area, plus one per two employees at largest work shift:
  - 1. Establishments for the sale and consumption on the premises of food and beverages (minimum four spaces).
- G. The following uses require one space for each one hundred square feet of net floor area, plus one space per two employees:
  - 1. Auditoriums;
  - 2. Funeral home;
  - 3. Mortuaries;
  - 4. Sports arenas;
  - 5. Stadiums;
  - 6. Theaters.
- H. The following uses require one space per each one hundred square feet of net floor area, plus one space per two employees minimum. When a conditional use permit is required for any of these uses, applicant shall provide a report by a qualified Civil Engineer or other specialist that shows the proposed uses and maximum required parking:
  - 1. Churches;
  - 2. Fraternal organizations (Masons, Moose, Elks, Eagles, etc.);
  - 3. Service organizations (such as Rotary, Kiwanis, Lions Club, Jaycees, etc.);

4. Veterans organizations (American Legion, VFW, FRA, Disabled American Veterans, etc.).
- I. The following uses require one space for each two hundred fifty square feet of net floor area, plus one space per two employees at largest work shift:
  1. Libraries;
  2. Retail stores not otherwise listed.
- J. The following uses require one space for each three hundred square feet of net floor area, plus one space per two employees:
  1. Banks;
  2. Businesses;
  3. Medical offices;
  4. Post offices;
  5. Professional offices.
- K. The following uses require one space for each five hundred square feet of net floor area, plus one space per two employees:
  1. Appliance stores;
  2. Automobile parts stores;
  3. Furniture stores;
  4. Hardware stores;
  5. Household equipment stores;
  6. Manufacturing uses;
  7. Printing shops;
  8. Research and testing laboratories.
- L. The following uses require one space for each six hundred square feet of net floor area:
  1. Communication equipment buildings;
  2. Storage buildings;
  3. Warehouses.
- M. In the C-2 zone, an interim parking ratio of one space for every five hundred square feet of net floor area may be approved by conditional use permit. This interim ratio shall no longer be in effect after the City has approved parking for one hundred spaces under this provision. Shared parking or off-site parking within five hundred feet of the project site may be used to satisfy this requirement with the approval of a conditional use permit. (Ord. 2001-960 § 19, 2001; Ord. 94-888 § 3, 1994; Ord. 94-884, 1994; Ord. 640 § 1, 1984; Ord. 635 § 3, 1984; Ord. 601 § 1 (part), 1983)

**19.48.051. Required spaces--Commercial centers.**

For commercial centers (two or more commercial uses) the combined uses (pursuant to Section 19.48.050.) ~~Shall~~ shall not require off-street parking greater than one space per two hundred fifty square feet of net floor area plus one space per two employees. (Ord. 94-884, 1994; Ord. 665 § 2, 1985; Ord. 601 § 1 (part), 1983; Ord. 2005-1032, 2005)

**19.48.060. Required spaces--Uses not listed.**

Where parking requirements for a use are not specifically defined in this chapter, the parking requirements for such use shall be determined by the community development department, subject to approval by the planning commission. Such determination shall be based upon the requirements for the most comparable use specified in this chapter or professionally accepted standards. (Ord. 94-884, 1994; Ord. 601 § 1 (part), 1983)

**19.48.070. Required spaces--Fractional requirements.**

Where computation of required off-street parking results in a fractional requirement, the requirement shall be calculated as follows:

- A. If the fraction is one-half or more, it shall be calculated as one space;
- B. If the fraction is less than one-half, it shall be disregarded. (Ord. 94-884, 1994; Ord. 601 § 1 (part), 1983)

**19.48.090. Size of spaces.**

Each parking space shall be not less than eight and one-half feet in width, eighteen feet in length, and seven feet in height, except as follows:

- A. Alley Spaces. Off-street parking spaces aligned perpendicular to an alley and accessing directly off an alley such that the alley is used for back-out shall be a minimum of twenty-two feet in length.
- B. Parallel Spaces. Parallel spaces are those located parallel to a property line, accessway, building or structure in such manner that a vehicle occupying the space must maneuver from a parallel position to the parking space. Parallel spaces shall not be less than twenty-two feet in length by eight feet in width.
- C. Each parking space adjoining a wall, column or other obstruction higher than .75 feet shall be increased by one foot on each obstructed side.
- D. Handicap parking requirements as established under State law and the Uniform Building Code shall be satisfied. (Ord. 94-884, 1994; Ord. 690 § 13 (part), 1986; Ord. 635 § 4, 1984; Ord. 601 § 1 (part), 1983)

**19.48.100. Access.**

- A. No parking area in a C-1, C-2, or C-3 zone shall be located so as to require or encourage the backing of automobiles or other vehicles across any street lot line to effect egress from the place of parking.
- B. Parking areas in R zones shall meet the following standard:
  - 1. Where properties abut both an alley and a street designed as a collector, major or prime arterial, no new street curb cuts or parking layouts requiring backing into the street shall be allowed;
  - 2. Where properties abut both a collector, major or prime arterial and a local street, access shall be taken only from the local street;
  - 3. Properties abutting both an alley and residential street shall take access from the alley with the exception that one sixteen foot wide curb cut allowing no more than two vehicles to back into the street may be allowed.

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- C. Each parking space shall be provided with adequate ingress and egress to a public street or alley. "Adequate ingress and egress" means a driveway meeting the following conditions:
1. Minimum width of nine feet;
  2. Surfaced as required in this chapter;
  3. No part included in the area of a required parking space;
  4. Minimum width of driveway serving more than two dwelling units or a commercial use shall be twelve feet;
  5. Minimum width of driveway providing two-way access shall be eighteen feet;
  6. Minimum width of driveway providing two-way access to a parking area serving nine or fewer spaces on a fifty-foot-wide or smaller lot shall be twelve feet, when the parking area is not between a structure and a street subject to site plan approval by the Community Development Department; (Ord. 2005-1032, 2005)
  7. Any driveway also used for back-out and maneuvering for adjacent parking shall provide a width required under subsection D of this section.
- D. The free-and-clear back-out and turning radius from a parking space to a drive aisle shall be no less than twenty-four feet.
- E. All accessways shall be kept free and clear of any obstructions for a height of not less than seven feet.
- F. Notwithstanding lesser setback requirements or other provisions of this title, the minimum distance from the street lot line to the door of a garage or the entrance of a carport shall be twenty feet where the garage or the entrance of a carport ~~shall be twenty feet where the garage or carport faces the street and the driveway is perpendicular to the street; this setback distance may be reduced to 15 feet subject to site plan and design review approval by the Community Development Department.~~ (Ord. 94-884, 1994; Ord. 635 § 5, 1984; Ord. 628 § 1, 1984; Ord. 690 § 13 (part), 1983; Ord. 601 § 1 (part), 1983; Ord. 2005-1032, 2005)

**19.48.110. Location.**

Off-street parking facilities shall be located as follows:

- A. Same Building Site. Required off-street parking spaces shall be located on the same lot they are required to serve.
- B. Tandem Parking. Every required parking space shall have unrestricted ingress and egress which does not require the moving of another vehicle. This restriction may be modified by the Community Development Department for those projects subject to Section 19.48.020.C. (Ord. 2005-1032, 2005)
- C. Angle Parking. Where required parking spaces are located at an angle to the required accessway of greater or less than ninety degrees, the one-way drive aisle width for a sixty degree angle shall be eighteen feet, for a forty-five degree angle thirteen feet six inches and for a thirty degree angle twelve feet.
- D. The minimum two-way aisle width shall be twenty four feet in all cases.
- E. Commercial Parking. Required off-street parking facilities serving commercial or mixed commercial-residential buildings or uses may be located in any part of a lot except within five feet of any street lot line.

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F. Residential Dwellings. Required off-street parking facilities serving dwelling units shall be located as follows:

1. Unenclosed and uncovered parking spaces shall be permitted in any portion of a lot, except the required front yard ~~and of any lot~~ (in any case not within fifteen feet of the front property line) and the required street side yard of a corner or reversed corner lot. This restriction may be modified by Site Plan/Design Review approval pursuant to Section 19.48.020.C Any parking enclosure or cover shall respect structural yard requirements as established under this title. (Ord. 2005-1032, 2005)
2. No parking area, the location of which is not regulated by the requirements enumerated in this section, shall be located any closer than three feet from any side property line except for parking in a rear yard accessing off an alley. (Ord. 94-884, 1994; Ord. 690 §§ 14, 15, 1986; Ord. 635 § 6, 1984; Ord. 601 § 1 (part), 1983)

**19.48.120. Surfacing.**

All parking spaces, parking areas and driveways ~~located in a front yard or side yard, or serving single family or two family dwellings,~~ shall be surfaced with portland cement concrete on a suitable base as determined by the building official or may be surfaced with alternative paving materials approved by the Community Development Department such as but not limited to: turf pavers, ribbon driveways, and pervious concrete. Urban runoff from imperviously-surfaced driveways and parking areas shall be designed to drain toward approved biofiltration areas or media filtration mechanisms. Parking spaces and parking areas shall be part of or adjacent to the paved driveway. Parking off a paved driveway, on lawns or on unpaved areas, shall not be allowed ~~on properties located in a residential zone (as defined in Section 91.04.650 of this code).~~ (Ord. 98-933 § 4, 1998; Ord. 98-931 § 9, 1998; Ord. 94-884, 1994; Ord. 601 § 1 (part), 1983; Ord. 2005-1032, 2005)

**19.48.130. Marking.**

- A. Each parking space shall be clearly marked and ~~double~~-striped with paint or other more durable materials, contrasting in color with the surface to which it is applied, so as to delineate the boundaries of such space. Markings shall ~~not be required~~ where the boundaries are evident because of curbs, termination of paving, or similar reasons. (Ord. 2005-1032, 2005)
- B. Parking spaces serving multiple family buildings (more than two dwelling units) shall be marked with the apartment number (or other designation) of each dwelling unit, so that each dwelling unit is assigned a parking space. Additional parking spaces, required or optional, need not be marked. (Ord. 94-884, 1994; Ord. 601 § 1 (part), 1983)

**19.48.140. Bumpers.**

All parking spaces abutting buildings or structures, or located so that access and egress is provided from one direction, shall be provided with concrete curb or bumper, or its equivalent, at least six inches in height. Bumpers shall be located not more than three feet from the front edge of the parking space. Bumpers shall be adequately anchored to the ground. (Ord. 94-884, 1994; Ord. 601 § 1 (part), 1983)

**19.48.150. Fences.**

Where parking areas abut property zones for residential uses they shall be separated from such property by a solid fence, wall or building six feet in height; provided, that in the required front

yard the fence or wall shall not exceed four feet in height. (Ord. 94-884, 1994; Ord. 601 § 1 (part), 1983)

**19.48.160. Landscaping.**

For landscaping provisions applicable to off-street parking, see Chapter 19.50. (Ord. 94-884, 1994; Ord. 635 § 7, 1984; Ord. 601 § 1 (part), 1983)

**19.48.170. Lighting.**

All outdoor lighting for parking areas shall be so shaded and adjusted that light therefrom is directed to fall only on the same premises where such light source is located. (Ord. 94-884, 1994; Ord. 601 § 1 (part), 1983)

**19.48.180. Refuse and recycling container storage prohibited.**

No required parking spaces shall be used for storage of refuse and recycling containers. (Ord. 94-884, 1994; Ord. 601 § 1 (part), 1983)

**19.48.190. Regulation of other parking areas.**

Any area regularly used for the parking of vehicles shall be developed, improved and maintained in the same manner as required parking areas. (Ord. 94-884, 1994; Ord. 601 § 1 (part), 1983)

