

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
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LCP-6-DMR-16-0073-1 (PARKING REGULATIONS)

MAY 2017

EXHIBITS

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Village Center

15th St.

9th St.

Camino del Mar



EXHIBIT NO. 1

APPLICATION NO.

LCP-6-DMR-16-0073-1

Vicinity Map



California Coastal Commission

ORDINANCE NO. 924

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DEL MAR, CALIFORNIA, AMENDING CHAPTER 30.80 RELATED TO PARKING BY REVISING SECTIONS 30.80.010, 30.80.030, 30.80.040, 30.80.085, 30.80.090, 30.80.100, 30.80.110, 30.80.140, 30.80.150, 30.80.160, AND 30.80.170, BY ADDING SECTIONS 30.80.020 AND 30.80.095; AND BY DELETING SECTIONS 30.80.050 AND 30.80.130.

The City Council of the City of Del Mar, California, does ordain as follows:

SECTION ONE

That Section 30.80.010 of the Municipal Code be revised to read as follows:

30.80.010 Purpose

The purpose of this Chapter is to establish a unified set of regulations, standards, and procedures pertaining to the provision of off-street parking spaces in a manner that preserves the community character and effectively addresses the peak parking needs of allowed uses. The intent is to offer a range of parking options that support multi-modal transit alternatives consistent with the City's Community Plan and Climate Action Plan, and to facilitate efficient use of parking in commercial zones in order to reduce the potential for adverse impacts on adjacent residential neighborhoods. [Ord. 509, 722, 778, 815, 817, 821, 850, 856]

SECTION TWO

That new Section 30.80.020 of the Municipal Code be added to read as follows:

30.80.020 General Parking Regulations

A. Unless otherwise permitted pursuant to the Del Mar Municipal Code, every person conducting a use on private property shall provide permanently maintained off-street parking spaces reserved for parking purposes only, with such off-street parking spaces designed and installed in the amount and in the manner required by this Chapter.

B. Off-street parking spaces may be provided in a common area to meet the required parking for two or more uses located

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on the same site. Separate areas for the parking spaces corresponding to each use are not required. The use of common parking areas shall not modify the minimum parking requirements, which shall remain the sum of the required spaces of all uses computed separately, unless otherwise authorized pursuant to a Shared Parking Permit.

C. When an existing use with a structural nonconformity per Section 30.76.030 does not meet the off-street parking requirement and is proposed to be enlarged, then additional off-street parking shall be provided for the proposed enlargement at the rate required by Section 30.80.030.

D. Unless approved through a Conditional Use Permit (CUP) pursuant to Chapter 30.74, the parking of motor vehicles shall be without monetary charge when such parking is required pursuant to this Chapter. This Section shall not prohibit measures to limit the use of such parking to the owners, proprietors, employees, and customers for which the parking is required and provided. Any CUP authorized to allow a monetary charge for parking shall be subject to conditions and the findings for approval in Section 30.74.020 to ensure that the monetary charge will not result in adverse impacts to the availability of parking either in the public right-of-way or on other private properties in the vicinity.

E. Accessible parking spaces shall be provided in accordance with Title 24 of the California Building Code and shall be designed to meet applicable State and Federal standards for accessibility. Section 30.80.085 provides a process for existing uses to bring existing parking into compliance in cases where no expansion of the existing use is proposed.

SECTION THREE

That Section 23.28.040 of the Municipal Code be revised to read as follows:

30.80.030 Required Number of Off-Street Parking Spaces

A. The number of off-street parking spaces required for each use shall not be less than those set forth in this Section.

1. The required off-street parking ratios are specified in Tables within Section 30.80.030(B) for residential uses and Section 30.80.030(C) for non-residential uses.

References within the Parking Tables to "GFA" shall mean "gross floor area" and references to "sq. ft." shall mean "square feet".

2. Where the required parking ratio is based on the gross floor area of a use, any areas devoted to parking shall be excluded from the calculation.

3. When the calculation of required parking results in a fractional part of an automobile parking space, a remaining fraction of one-half space or more shall be construed as one space; and a remaining fraction of less than one-half space shall be disregarded.

B. Residential Use Parking Requirements

1. The following Table identifies the required off-street parking for specified residential uses:

Residential Land Use		Required Off-Street Parking Ratio
Boarding House; Lodging House; Fraternity-Sorority Housing		1 space per 2 sleeping rooms
Community Care Facility; Residential Care Facility		1 space for the facility operator plus 1 additional space for each employee during the largest shift; See Section 30.80.030(B3)
Dwelling Unit, Single Family	Unit with 3 bedrooms or less	2 garage spaces per unit
	Unit with 4 bedrooms or more	3 spaces per unit (minimum 2 spaces in a garage)
Dwelling Unit, Multiple-Family	Studio or 1-bedroom unit	1 garage space per unit
	2-bedroom or 3-bedroom unit	2 spaces per unit (minimum 1 space in a garage)
	Unit with 4+ bedrooms	3 spaces per unit (minimum 2 spaces in a garage)
	Guest Parking	See Section 30.80.030(B2)
Mobile Home Park		1.5 spaces per mobile home or trailer site
Senior Care Facility; Nursing Facility		1 space for every 3 beds; See Section 30.80.030(B3)

2. In addition to the required off-street parking ratio specified in Section 30.80.030(B1), Multi-Family Dwelling Unit development shall comply with the following:

- a. Provide 1 guest parking space per every 4 dwelling units;
- b. Provide the guest parking spaces on the same parcel of land where the dwelling units are located;
- c. Identify the spaces as "Guest Parking"; and
- d. Prohibit the storage of recreational vehicles, boats, trailers, or similar oversized vehicles in guest parking spaces.

3. The parking rate for any community care, residential care or senior care facility may alternatively be provided at the same parking rate required for an equivalent dwelling unit.

4. The proposed remodel or enlargement of an existing dwelling unit with nonconforming garage parking is subject to Section 30.76.075.

C. Non-Residential Use Parking Requirements

1. The following Table identifies the required off-street parking rate for specified non-residential uses that are grouped in the following general use categories: Commercial Services, Institutional, Office, Retail Sales, Vehicle and Vehicular Equipment Sales and Services, and Industrial.

<u>Non-Residential Land Use</u>	<u>Required Off-Street Parking Ratio</u>
Commercial Services	
Billiard Parlor	1 space per 150 sq. ft. GFA
Bowling Alley	4 spaces for each bowling lane
Child Daycare Facility	1 space per employee, plus 1 space per 5 children
Church or Religious Facility/ Auditorium/ Public Assembly	1 space for each 5 seats of permanent seating; or 1 space for each 18 inches of bench seating

	(lineal inches); or 1 space per 7 sq. ft. of seating floor area where there is no permanent seating
Dance-Ballroom Hall/ Meeting Hall	1 space per each 40 sq. ft. of GFA or 2 spaces for every 6 seats plus 1 additional space for each 30 sq. ft. of dance floor area
Golf Course	10 spaces for each hole or tee
Golf Driving Range	3 spaces for each hole or tee
Hotel/Motel	1.25 spaces for each lodging room/suite; and additional spaces for accessory commercial service uses greater than 500 sq. ft. GFA (using parking rate for that use type)
Miniature Golf Course	3 spaces for each hole or tee
Mortuary/ Funeral Home/ Commercial Chapel	1 space for each 50 sq. ft. of assembly room GFA
Motion Picture and Live Theater	1 space for every 4 seats
Personal Services <ul style="list-style-type: none"> • 5,000 sq. ft. or less of GFA • 5,001 to 20,000 sq. ft. of GFA • More than 20,000 sq. ft. of GFA 	1 space for each 300 sq. ft. of GFA 17 spaces, plus 1 space for each additional 150 sq. ft. of GFA in excess of 5,000 sq. ft. of GFA 17 spaces, plus 1 space for each additional 100 sq. ft. of GFA in excess of 20,000 sq. ft. GFA
Pet Services - Grooming	1 space per 300 sq. ft. of GFA
Restaurant/ Bar/ Cocktail Lounge/ Tea Room/ Other Businesses for the on-site consumption of food and/or beverage	1 space per 90 sq. ft. of GFA up to 4,000 sq. ft. and 1 space for each 45 sq. ft. of GFA in excess of 4,000 sq. ft. including all outdoor space, covered or uncovered, used for any restaurant purpose
Sports & Recreation Club/Facility	1 space per 400 sq. ft. GFA
Swimming Pool/ Ice-Roller Skating Rink	1 space per 100 sq. ft. of pool/rink surface area
Tennis/ Handball/ Volleyball Courts	2.5 spaces for each court
Veterinarian/ Boarding Kennel	1 space for each 200 sq. ft. of GFA (excludes overnight animal holding areas)
Warehouse/ Storage Facility	1 space for each 1,000 sq. ft. of GFA
Institutional	
Hospital	1 space for each bed
Library	1 space for each 250 sq. ft. of GFA
Museum	1 space for each 250 sq. ft. of GFA
Post Office	1 space for each 300 sq. ft. of GFA, plus 1 additional space for each commercial vehicle operated or kept in connection with the use

Public Utilities	1 space for each 2 employees on the largest shift, plus 1 additional space for each commercial vehicle operated in connection with the use
School	
• Elementary/ Junior High	1 space per employee, plus 5 additional spaces (playground areas available for parking may be used to satisfy parking for an accessory auditorium where included)
• High School/ Vocational/ Adult Extension	1 space for every 5 students plus parking for accessory auditorium, as applicable
• College/University	1 space for every 3 students plus parking for accessory auditorium, as applicable
Office	
Banks/ Financial Institutions	1 space for every 300 sq. ft. of GFA
Medical/ Dental/ Clinical/ Real Estate/ Mortgage Broker Office	1 space for each 200 sq. ft. of GFA
Professional/Business Office	1 space for each 300 sq. ft. of GFA
Retail Sales	
Appliance/Furniture Sales	1 space for each 600 sq. ft. of GFA, plus 1 additional space for each commercial business vehicle operated in connection with the use
Liquor Store	1 space per 300 sq. ft. GFA
Outdoor Sales	1 space for each 200 sq. ft. of GFA for all areas used for sales, displays, viewing aisles/walkways or storage (required parking spaces shall be located in an area distinct from all sales, displays, viewing aisles, walkways, and storage areas)
Retail Food and Beverage Establishment (no table service)	1 space per 300 sq. ft. GFA
Retail Nursery/Open Sales/Rental Yards	
• 10,000 sq. ft. or less of open sales and/or rental area	1 space for each 500 sq. ft. of GFA, plus 1 additional space for each 1,000 sq. ft. of indoor/outdoor open sales and/or rental area
• More than 10,000 sq. ft. of open sales and/or rental area	10 spaces for first 10,000 sq. ft. of GFA, plus 1 additional space for each 5,000 sq. ft. of indoor/outdoor open sales and/or rental area in excess of 10,000 sq. ft.
Other Sales that do not fit in a category	

<p>listed above:</p> <ul style="list-style-type: none"> • 5,000 sq. ft. or less of GFA • 5,001 to 20,000 sq. ft. of GFA • More than 20,000 sq. ft. of GFA 	<p>1 space for each 300 sq. ft. of GFA</p> <p>17 spaces, plus 1 additional space for each additional 150 sq. ft. of GFA in excess of 5,000 sq. ft. of GFA</p> <p>17 spaces, plus 1 space for each additional 100 sq. ft. of GFA in excess of 20,000 sq. ft. GFA</p>
<i>Vehicle and Vehicular Equipment Sales and Services</i>	
<p>Automobile/Boat Sales</p> <ul style="list-style-type: none"> • 10,000 sq. ft. or less of open sales and/or rental area • More than 10,000 sq. ft. of open sales and/or rental area 	<p>1 space for each 500 sq. ft. of GFA, plus 1 additional space for each 1,000 sq. ft. of indoor/outdoor open sales and/or rental area</p> <p>10 spaces for first 10,000 sq. ft. of GFA, plus 1 additional space for each 5,000 sq. ft. of indoor/outdoor open sales and/or rental area in excess of 10,000 sq. ft.</p>
<p>Automobile Washing</p> <ul style="list-style-type: none"> • Automatic • Manual 	<p>1 space for every 2 employees, plus 1 space for each queue space per queue line</p> <p>1 space for each car wash bay, plus 2 spaces for each queue space per queue line</p>
Gasoline Service Station	1 space for each gasoline pump, plus 1 additional space for each employee of the largest shift and 1 space per 300 sq. ft. gross floor area for any retail sales area (Note: parking spaces adjacent to the pump count towards the required parking)
Vehicular Repair and Maintenance Facility	2 spaces per service bay, plus 1 additional space for each employee of the largest shift, and 1 additional space for each commercial business vehicle operated in connection with the use
<i>Industrial</i>	
Industrial/ Manufacturing/ Laboratory/ Wholesale Printing	1 space for each 500 sq. ft. of GFA, plus 1 additional space for each commercial vehicle operated in connection with the use

2. Bicycle spaces: In addition to the required number of standard off-street automobile parking spaces, proposed non-residential development shall comply with all of the following:

a. Provide a minimum of two short-term bicycle parking spaces or 5 percent of the required automobile spaces, whichever is greater in permanently anchored bicycle racks within 200 feet of the visitor's entrance and readily visible from the public right-of-way.

i. Existing bicycle parking spaces in a permanent bicycle rack located in the public right-of-way within 200 feet of the visitor entrance may be counted towards the requirement.

ii. Uses that are not anticipated to generate visitor traffic and new additions or alterations that add nine or fewer automobile parking spaces are exempt from the requirement for short-term bicycle parking.

b. Provide secure long-term bicycle parking in bicycle lockers or indoors in a secure bicycle parking location at a rate of one space or 5 percent of the required automobile parking spaces, whichever is greater, for new multi-tenant buildings with more than ten tenant-occupants; or for any projects where ten or more automobile spaces would be added.

3. Clean Air Vehicle spaces:

a. For the purpose of Chapter 30.80, the term "Clean Air Vehicle" shall mean any low-emitting and fuel efficient vehicle regulated under Health and Safety Code section 43800 and CCR, Title 13, Sections 1961 and 1962 and the following vehicles identified below:

i. Compressed natural gas (CNG) fueled vehicles (original equipment manufacturer only);

ii. High efficiency vehicles bearing a High Occupancy Vehicle sticker issued by the Department of Motor Vehicles;

iii. Neighborhood Electric Vehicles (NEV) that meet the definition of "low-speed vehicle" either in Section 385.5 of the Vehicle Code or in 49 CFR 571.500 (as it existed on July 1, 2000) and are certified to zero-emission vehicle standards;

iv. Partial Zero Emission Vehicles (PZEV) and Advanced Technology Partial Zero Emission Vehicles (ATZEV) certified by the California Air Resources Board;

v. Vanpool Vehicles that are designed for carrying 10 to 15 persons including the driver, and that are maintained and used primarily for the nonprofit work-related transportation of adults for the purposes of ridesharing; and

vi. Zero Emission Vehicles (ZEV) that are certified to zero-emission standards.

b. For proposed non-residential development that would add ten or more automobile spaces, off-street parking spaces shall be reserved for Clean Air Vehicles that meet the definition in Section 30.80.030(C4a) in accordance with the rate specified in the following Table:

<u>Total Number of Standard Automobile Spaces</u>	<u>Number of Required Spaces Reserved for Clean Air Vehicles</u>
0-9	0
10-25	1
26-50	3
51-75	6
76-100	8
101-150	11
151-200	16
201 or more	8% of automobile parking

c. The required number of Clean Air Vehicle spaces may be allocated from the total required number of automobile spaces for a development.

d. New Clean Air Vehicle spaces shall be designed to accommodate future installation of electric vehicle supply equipment in accordance with the California Green Building Standards Code section 5.106.5.3.

4. Within the Central Commercial, Visitor Commercial, North Commercial, Professional Commercial, and Beach Commercial Zones, alternative transportation spaces may be provided for Clean Air Vehicles, compact cars, micro-cars, motorcycles or bicycles in place of up to 15 percent of the standard automobile parking spaces.

a. The number of reserved Clean Air Vehicle spaces provided may exceed the number of required Clean Air Vehicle spaces identified in Section 30.80.030(C3) by up to an additional 15 percent of the total required standard automobile parking spaces.

b. The number of micro-car spaces shall not exceed a ratio of one micro-car space to ten standard automobile parking spaces.

c. Where provided in accordance with Section 30.80.030(C4), the following minimum ratios shall be complied with as applicable for credit towards the off-street parking requirement:

i. Clean Air Vehicle parking spaces or Compact parking spaces shall be provided in place of standard spaces at a ratio of one to one.

ii. Micro-car parking spaces shall be provided in place of standard spaces at a ratio of two micro-car spaces to one standard space.

iii. Motorcycle parking spaces shall be provided in place of standard spaces at a

ratio of four motorcycle spaces to one standard parking space.

- iv. Bicycle parking spaces provided within secure bicycle lockers (labeled as bicycle parking with posted directions for how to access and use the spaces) shall be provided in place of standard spaces at a ratio of four bicycle locker spaces to one standard space.
- v. The Director of Planning and Community Development may approve any equivalent combination of Clean Air Vehicle, compact, micro-car, motorcycle, and bicycle spaces to meet the off-street parking requirement.

D. For multiple-tenant commercial buildings and sites with a mix of commercial uses and lease spaces, common areas such as common entryways, hallways, restrooms, and stairwells or elevators shall be exempt from the calculation of gross floor area for the purpose of required parking.

E. Unless otherwise specified, accessory uses that are customarily incidental and subordinate to the primary use on a property may be exempt from the requirement to provide additional off-street parking where they comply with the following:

1. The primary use must occupy at least 50 percent of the property;
2. The accessory use must occupy an area no greater than 25 percent of the floor area of the primary use; and
3. The use category that corresponds to the accessory use must require the same or fewer parking spaces than the use category for the primary use per the parking rates specified in Section 30.80.030(C).

F. Alternative compliance with the required non-residential parking rates may be requested subject to Planning Commission approval of a Site-Specific Parking Management Plan pursuant to Section 30.80.095.

SECTION FOUR

That the title of Section 30.80.040 of the Municipal Code be revised to read as follows:

30.80.040 Planning Commission Determination of Required Parking

Where ambiguity exists in the application of off-street parking requirements, or where the parking requirements for a use are not specifically defined herein, the parking requirements for such use shall be determined by the Planning Commission and such determination shall be based upon the requirements for the most comparable use specified herein.

SECTION FIVE:

That Section 30.80.050 of the Municipal Code be deleted.

SECTION SIX

That Section 30.80.060 of the Municipal Code be revised to read as follows:

30.80.060 Design of Parking Space(s)

A. Size.

1. Each off-street parking space provided to meet required parking shall be designed to meet the minimum dimensions identified in the Table below.

<u>Types of Parking Space</u>	<u>Required Minimum Dimensions</u>	<u>Special Circumstances</u>
<u>Standard Automobile Space</u>	<u>9 feet wide by 18 feet long</u>	<u>Add 6 inches to the width on each side that the space abuts an immovable obstacle higher than 6 inches above grade; and refer to City of Del Mar Parking Lot Layout standards</u>
<u>Compact Space</u>	<u>8 feet wide by 15 feet long</u>	
<u>Micro Car Space</u>	<u>6 feet wide by 9 feet long</u>	
<u>Motorcycle Space</u>	<u>4.5 feet wide by 8 feet long</u>	

<u>Tandem Automobile Spaces</u>	<u>9 feet wide by 36 feet long</u>	
<u>One-Car Garage Parking</u>	<u>10 feet wide by 20 feet long</u>	
<u>Two-Car Garage Parking</u>	<u>20 feet wide by 20 feet long</u>	<u>Length and width may be adjusted for tandem parking (minimum 400 sq ft)</u>
<u>Three-Car Garage Parking</u>	<u>30 feet wide by 20 feet long</u>	<u>Length and width may be adjusted for tandem parking (minimum 600 sq ft)</u>

2. The following standards apply to alternative parking designs where incorporated to meet required parking:

a. Clean Air Vehicles:

i. For the purpose of this section, Clean Air Vehicles shall have the meaning identified in Section 30.80.030 (C3).

ii. In accordance with the California Green Building Standards, spaces reserved for Clean Air Vehicles shall be clearly identified on the paved surface of the parking space in the same paint used for the parking stall striping. The lower edge of the text shall align with the end point of the stall striping so that the signage is visible beneath a parked vehicle as follows:

CLEAN AIR/
VANPOOL/EV

b. Micro-car, and Motorcycle spaces:

i. Micro-car spaces shall be clearly identified and reasonably distributed throughout the project rather than all clustered in one location.

ii. Motorcycle spaces shall be clearly identified.

c. Tandem Parking spaces: Tandem parking is a parking configuration where one vehicle parks directly behind another and the vehicle in back must be moved in order for the front vehicle to leave.

i. Tandem parking spaces designed to count towards required parking shall be limited to a maximum of two cars in depth.

ii. Non-residential accessible parking spaces that are required for persons with disabilities in accordance with California Building Code Title 24 shall not be provided in a tandem configuration.

iii. Proposals for use of tandem parking to satisfy required parking for non-residential development shall be accompanied by a plan for operation to demonstrate to the satisfaction of the applicable decision maker that the use of tandem parking will be operated effectively and will not result in adverse impacts.

iv. For residential uses with no alley access, tandem parking may be permitted within the required front yard setback area.

d. Automobile stacking mechanisms (horizontal and vertical), including mechanical lifts or elevators, may be used to provide access to required off-street parking spaces within an enclosed garage parking structure regardless of whether the spaces within the parking structure are located at-grade, above-grade, or below-grade provided the applicant complies with the following:

i. The applicant shall provide a plan for operation of the automobile stacking mechanism to demonstrate to the satisfaction of the City's Fire Chief and Director of Planning & Community Development that the automobile stacking mechanism will be operated effectively in compliance with all safety features required

by the manufacturer and shall incorporate any permit conditions required by the applicable decision maker to ensure the approval will not result in adverse impacts.

ii. Automobile stacking mechanisms shall not obstruct access to other required off-street parking spaces.

3. All parking areas shall be surfaced and maintained with an asphalt, concrete or other surface material deemed acceptable by the City Engineer that will provide equivalent protection against potholes, erosion, dust and/or other nuisances.

4. Any required accessible (disabled) parking space shall be constructed in a manner required by the most current edition(s) of the California Building Code (Title 24).

B. Location. Off-street parking required by this Chapter shall be located:

1. On the same site as the use necessitating such parking; or

2. Subject to the authorization and approval of an Off-Site Parking Permit.

C. Access from Street to Space. All parking spaces required by this Chapter shall be serviced by adequate ingress and egress as provided for herein:

1. Access to parking areas with 6 spaces or less and serving only residential uses shall have an unobstructed, permanently surfaced driveway not less than 10-feet in width. Said driveway(s) shall not exceed a total maximum width of 20-feet along all abutting street lines. (Refer to the City of Del Mar Parking Layout standards for parking space design and layout.)

2. Access to parking areas serving other than residential uses of any size, or serving a residential use of 7 or more parking spaces, shall have an unobstructed, permanently surfaced driveway not less than 10-feet in

width for a one-way driveways and 20-feet in width for two-way driveways. The driveway shall have a maximum width of 24-feet within a front yard or required side yard abutting a street. A suitable turnaround area shall be provided for each such parking area to enable all vehicles using such parking area to enter the street in a forward manner. (Refer to the City of Del Mar Parking Layout for parking space design and layout.)

D. Aisle Dimensions.

1. All aisles, fire lanes, maneuvering areas and/or other specified non-parking area shall be clearly marked and maintained with directional arrows and stripping.
2. Aisle dimensions for parking lots shall conform to the dimensions shown on the City of Del Mar Parking Layout.

SECTION SEVEN

That Section 30.80.080 of the Municipal Code be revised to read as follows:

30.80.080 Standards

- A. All parking and turnaround areas shall be subject to the same restrictions governing accessory buildings as defined in the zone in which such parking area is located, unless otherwise identified.
- B. Parcels of land that abut an alley, shall allow required parking within the rear yard setback according to Section 30.86.200 C.
- C. Parking and storage of vehicles on vacant lots including boats, house trailers, camper trailers and detached camper-trailer tops shall not be permitted for more than 72 consecutive hours unless otherwise provided for.

SECTION EIGHT

That the Title and Subsection A of Section 30.80.085 of the Municipal Code be revised to read as follows:

30.80.085 Reduction of Off-Street Parking to Enable Existing Development to Comply with Accessible Parking Requirements

A. When required to meet the California Building Code (Title 24) or the Americans with Disabilities Act (ADA) requirements for provision of accessible off-street parking spaces and paths of travel thereto, an applicant may obtain approval from the Director of Planning and Community Development for an existing use to reduce the total number of existing parking spaces upon demonstrating that the reduction in the number of spaces will be the minimum necessary to achieve compliance with state and federal accessible parking requirements and that no change of use or expansion of the existing use is proposed. [Ord. 815]

[Subsections B and C No Change.]

SECTION NINE

That Section 30.80.090 of the Municipal Code be revised to read as follows:

30.80.090 "Town and Country" Parking Spaces

"Town and Country" parking is a type of private/public parking design where spaces are provided partially on private property and partially in the public right-of-way along a specified portion of Camino del Mar. "Town and Country" parking shall be permitted within that portion of the Central Commercial (CC) Zone, which lies between 11th Street on the south side of Camino del Mar and 13th Street on the north side of Camino del Mar, provided that the parking spaces meet all of the following:

A. The design of such parking, including location, parking angle, dimensions, walkways, landscaping and lighting, shall be consistent with the City of Del Mar Camino del Mar Streetscape Plan and subject to the approval of the City Council.

[Subsections B. through G. No Change].

SECTION TEN

That new Section 30.80.095 of the Municipal Code be added to read as follows:

30.80.095 Site-Specific Parking Management Plans

- A. For commercial development with businesses subject to leaseholds that are located within the Central Commercial, Visitor Commercial, North Commercial, Professional Commercial, and Beach Commercial zones, approval to alternatively meet the required parking as set forth in DMMC Section 30.80.030 may be requested by making application for approval of a Site-Specific Parking Management Plan.
- B. Requests for approval of a Site-Specific Parking Management Plan are subject to Planning Commission approval.
- C. The owner of each business in operation on the subject property shall be required to comply with the terms of the approved Site-Specific Parking Management Plan.
- D. As a condition of approval, each business covered by the Site-Specific Parking Management Plan shall be required to demonstrate compliance with the approved Site-Specific Parking Management Plan to the satisfaction of the Director of Planning and Community Development on an annual basis upon application for business license renewal.
- E. If the Director of Planning and Community Development determines the development is not in compliance with the approved Site-Specific Parking Management Plan, then the permittee shall bring the development into compliance or shall file an application for a revised Site-Specific Parking Management Plan subject to Planning Commission approval.

SECTION ELEVEN

That Subsections E and G of Section 30.80.100 of the Municipal Code be revised to read as follows:

30.80.100 Improvement and Maintenance of Commercial and Industrial Parking Spaces

[Intro statement through Subsection D. No Change.]

- E. Each site shall include loading/unloading stalls in addition to the required number of parking spaces required for a specific use.

[Subsections 1. through 4. No change.]

[Subsection F. No Change.]

G. Where surface parking areas containing 3 or more parking spaces abuts property in the R1, RM, or R2 Zones, screening (e.g. a solid wall, view obscuring fence, or compact evergreen hedge) shall be erected and maintained. Screening shall be a minimum of 6-feet in height above the surface of the parking area; except, that within the area of the front yard setback, the maximum height shall be calculated according to Section 30.86.090 A 1. No such wall, fence or hedge need be provided where the elevation of that portion of the parking area immediately adjacent is 6-feet or more below the elevation of abutting property located in the R1, RM, or R2 Zones.

[Subsection H. No Change.]

SECTION TWELVE

That Subsection C of Section 30.80.110 of the Municipal Code be revised to read as follows:

30.80.110 Landscaping Improvements

[Subsections A. through B. No Change.]

C. All commercial, industrial, multi-family and religious facility projects shall provide a minimum of 10% of the off-street parking area(s) with landscaping comprised of trees and shrubs in accordance with the following criteria:

1. Landscape areas shall be dispersed throughout the parking area(s) in such a manner as to reasonably interrupt the expanse of paving or the mass of parked automobiles. There shall be a minimum landscaped area between every 6 parking spaces.

2. All tree species, once established, shall be trimmed to remove branches below the height of 80-inches from the paving surface.

3. All trees shall be in good condition upon planting and shall be placed in holes of sufficient size and

backfilled with appropriate organic matter/topsoil mixture to assure successful growth.

4. All trees shall be adequately staked or guyed.

5. All required planting shall be permanently maintained in good growing condition by the property owner and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. All required fences and walls shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.

6. All landscape areas shall be served, as necessary, by an adequate, permanently installed irrigation system.

SECTION THIRTEEN

That Section 30.80.130 of the Municipal Code be deleted.

SECTION FOURTEEN

That Section 30.80.140 of the Municipal Code be revised to read as follows:

30.80.140 Shared Parking Permit

A. Where two or more non-residential uses will be operated with no substantial overlap in the hours of operation of the uses, a portion of the off-street parking spaces required and provided for one or more of the uses(s) may be provided as Shared Parking spaces subject to approval of a Shared Parking Permit. [Ord. 821]

B. The decision on an application for a Shared Parking Permit shall be made by the Planning Commission. A decision by the Planning Commission may be appealed to the City Council within 10 working days from the date of the Planning Commission's approval. Any appeal of the Planning Commission's decision shall be filed in accordance with the procedures set forth in DMMC Chapter 1.12.

C. In reviewing an application for a Shared Parking Permit, the Planning Commission shall apply the following standards and requirements:

1. The applicant shall demonstrate that there will be no substantial overlap in the principal operating hours of the buildings or uses for which the Shared Parking spaces are proposed. For purposes of this Section, the term "no substantial overlap" shall mean that, on a daily basis, there will be at least 30 minutes between the time of closing of one use or activity and the opening of the other use or activity for which shared parking is proposed. The requirement for this separation of time between operation of uses enumerated herein shall not apply to normal support services such as cleaning and maintenance operations.

2. Not more than 66% of the off-street parking spaces required for a use or activity may be satisfied through the use of a Shared Parking Permit.

3. Parking spaces to be used for Shared Parking shall be unencumbered for any uses or activities other than those for which the Shared Parking Permit is proposed.

4. All Shared Parking spaces shall meet the location, design and layout requirements for off-street parking spaces specified in this Chapter.

5. Any proposal for Shared Parking which is to be located off-site, shall be also subject to the receipt of an Off-Site Parking Permit in accordance with Section 30.80.150.

6. A Shared Parking Permit shall be recorded as a covenant against the deed for the property on which the Shared Parking spaces are located. The purpose of the covenant shall be to memorialize the terms and conditions of the Shared Parking Permit and to inform subsequent property owners and business operators of the restrictions on use and parking which apply to the site. The recorded covenant shall specify the operating hours, as conditioned, of the businesses for which a Shared Parking Permit has been approved.

SECTION FIFTEEN

That Section 30.80.150 of the Municipal Code be revised to read as follows:

30.80.150 Off-Site Parking Permit

A. An applicant may request approval to provide the required parking for a non-residential use or activity on a separate site than the location of the use or activity itself subject to approval of an Off-Site Parking Permit.

1. An application for an Off-Site Parking Permit may be submitted for any non-residential use allowed within the applicable zone.

2. Off-Site Parking shall be located only within the Central Commercial, Professional Commercial, North Commercial Visitor Commercial or Beach Commercial Zone.

B. The decision on an application for an Off-Site Parking Permit shall be made by the City Council. [Ord. 821]

C. In reviewing an application for an Off-Site Parking Permit, the City Council shall apply the following conditions of approval:

1. The location of all required parking shall be within a 500-foot walking distance measured from the nearest point of the parking facility to the nearest point of the building that such parking is required to serve.

2. Signage notifying the public of the location of the use and of the location of the Off-Site Parking shall be provided at each property subject to the Off-Site Parking Permit.

a. The required content of the signage shall be as follows:

i. A sign one square foot in size shall be conspicuously posted at the site of the use stating that Off-Site Parking Spaces are available for use by patrons and employees of the use and shall identify the location of the Off-Site Parking Spaces; and

ii. A sign one square foot in area shall be posted at each Off-Site Parking Space stating the space is available for use by patrons and

employees of the use for which the Off-Site Parking has been authorized.

b. Notwithstanding anything to the contrary in the DMMC, the signs required in this section shall not be included in the calculation of the maximum amount of signage allowed for a property or use.

3. The owner of the property containing the Off-Site Parking and the owner of the business to be served by the Off-Site Parking shall file with the City a signed agreement, prepared in a form for recordation with the San Diego County Recorder, and containing at a minimum the following terms:

a. That the agreement shall be to lease the Off-Site Parking Spaces pursuant to an approved Off-Site Parking Permit obtained in accordance with DMMC Section 30.80.150;

b. That the lease term for the Off-Site Parking Spaces shall coincide with the maximum term of the business owner's lease and shall automatically be renewed with any extension of the business owner's lease;

c. That the owner of the property containing the Off-Site Parking Spaces shall be required to maintain the Off-Site Parking Spaces subject to the terms of the approved Off-Site Parking Permit;

d. That the conditions and terms of the Off-Site Parking Permit shall be binding upon the successors in interest of all parties subject to the Permit and lease agreement; and

e. That the agreement is a covenant running with the land and shall be recorded with the San Diego County Recorder.

4. An Off-Site Parking Permit shall be recorded as a covenant against the deed for the property on which the Off-Site Parking is to be located. The purpose of the covenant shall be to memorialize the terms and conditions of the Off-Site Parking Permit to inform subsequent

property owners and business operators of the restrictions on use and parking that apply.

5. On an annual basis in conjunction with renewal of the Business License, the benefitted owner of the business with Off-Site Parking shall provide evidence to the satisfaction of the Director of Planning and Community Development that the lease agreement is still valid in compliance with the Off-Site Parking Permit or that one of the following actions has occurred:

a. That a separate Off-Site Parking Permit has been obtained to satisfy the required off-street parking for that business; or

b. The Off-Site Parking Permit is no longer necessary, in which case the permit holder shall record a cancellation of the Off-Site Parking Permit with the San Diego County Recorder for all properties as applicable.

SECTION SIXTEEN

That Section 30.80.160 of the Municipal Code be revised to read as follows:

30.80.160 Conditional Use Permit Approval for Valet Parking

A. A Conditional Use Permit shall be required for approval to conduct valet parking operations. The permit application shall include the following information to the satisfaction of the Director of Planning and Community Development:

1. An application fee as set forth by Resolution of the City Council;

2. Details regarding the type of business that the valet parking operation will serve including the number of required off-street parking spaces for that use;

3. Details regarding the proposed valet parking operation including, the number of employees, the proposed location for the pick-up and drop-off of customer vehicles, off-street parking facilities, and the route of travel to be used to store and retrieve customer vehicles;

4. Details about the proposed type and location for any signage that will be used to identify the valet parking operation to customers; and

5. Any other information relevant to the proposed valet parking operation as deemed appropriate by the Director of Planning and Community Development.

B. A Conditional Use Permit application for valet parking shall be decided as follows:

1. Valet parking operations on private property shall be subject to approval by the Planning Commission.

2. Valet parking operations on public property or in the public right-of-way shall be subject to approval by the City Council.

3. A Conditional Use Permit for valet parking may be approved or conditionally approved only if the decision maker makes all of the findings to grant the permit in accordance with Section 30.74.020.

C. As part of their review and consideration of the Permit, the decision maker may approve the valet parking operation as a means for the business that it serves to alternatively comply with the off-street parking requirement.

D. The decision maker may impose conditions of approval as deemed necessary to protect the public, health, safety and welfare and to ensure compliance with the Permit. At a minimum, conditions shall address the following:

1. Hours of operation;

2. The location for pick-up and drop-off of customer vehicles to occur;

3. The location of the off-street parking facilities where customer vehicles will be parked and stored;

4. Signage for the valet parking operation;

5. The number of required off-street parking spaces authorized by the permit where valet parking is being used as an equivalency for compliance;

6. Any conditions to ensure that valet parking operations will not interfere with required off-street parking;

7. Proof of general liability insurance and garage liability insurance; and

8. Copies of any executed agreements (between the valet parking operator and the business being served by the valet parking operator or between the valet parking operator and the property owner where vehicles will be parked and stored off-site) as necessary to demonstrate compliance with the Permit.

E. A Conditional Use Permit for valet parking may be revoked in accordance with 30.74.080.

SECTION SEVENTEEN

That Section 30.80.170 of the Municipal Code be revised to read as follows:

30.80.170 In-Lieu Parking Fee Program

The In-Lieu Parking Fee Program was established to provide a tool for better management and utilization of parking spaces within the City's Downtown area. The goal of the program is to expand on the existing capacity of off-street parking spaces available to the public, to expand the number of on-street parking spaces beyond current capacity, and to facilitate public access and mobility within the Village Center and to local park and beach areas.

A. For projects located within the Central Commercial Zone, the provision of the off-street parking spaces otherwise required pursuant to this Chapter may instead be partially satisfied through the payment of an In-Lieu Parking Fee in accordance with the following: [Ord. 817, Ord. 850, Ord. 856]

1. Authorization for use of an In-Lieu Parking Fee(s) to satisfy off-street parking requirements shall be subject to the review and approval of the Director of Planning and

Community Development, with such approval based on compliance with the provisions of this Chapter.

2. The payment of an In-Lieu Parking Fee shall be made on a one-for-one basis with a fee paid for each required parking space to be satisfied through the In-Lieu Parking Fee Program.

3. The amount of the In-Lieu Parking Fee shall be set by resolution of the City Council and may be amended from time to time by resolution of the City Council.

4. No more than 75% of the off-street parking spaces otherwise required for a project may be satisfied through use of the In-Lieu Parking Fee Program.

5. An applicant may not utilize Shared Parking in addition to the In-Lieu Parking Fee Program. [Ord. 856]

B. In-Lieu Parking Fee funds collected by the City shall be deposited in a designated fund and shall be expended by the City exclusively for: [Ord. 850]

1. The acquisition, development, operation or maintenance of off-street parking spaces available for use by the general public;

2. The development of additional on-street parking spaces available to the public beyond current capacity; and

3. The development of public improvements to facilitate mobility and access by the general public along Camino del Mar through the Village Center and to the Powerhouse, Seagrove, and Shores Parks and public beach areas.

C. The payment of In-Lieu Parking Fees to satisfy the provisions of this Chapter shall occur prior to the issuance of any required Building Permits for the development for which the fees are required or prior to issuance of a Certificate of Occupancy for any activity for which the fees are required, whichever comes first.

D. In-Lieu Parking Fees paid to satisfy the provisions of this Chapter shall not be refundable.

E. The option for payment of In-Lieu Parking Fees to satisfy the off-street parking requirements of this Chapter shall not be allowed to satisfy the off-street parking requirements for residential units or for hotel or motel uses.

[This Chapter of the Municipal Code forms a portion of the City of Del Mar Local Coastal Program Implementing Ordinances. The regulations found within this Chapter are not subject to "relief" through the Del Mar Variance process. Exceptions to, or relief from, the requirements found within this Chapter are limited to those specified within the language of this Chapter or found within other Chapters of the Implementing Ordinances. Where there is a conflict between the language of this Chapter and other portions of the Del Mar Municipal Code, the language of this Chapter shall take precedence.]

SECTION EIGHTEEN

The City Council finds that approval of this ordinance is categorically exempt from the preparation of an environmental document pursuant to the California Environmental Quality Act under CEQA Guidelines Article 19, Section 15301. This ordinance in and of itself will not have a significant impact on the environment because it involves existing facilities with a negligible or no expansion of use. The City Council bases this finding upon the record prepared by the City and the City's analysis of the potential environmental effects of this ordinance.

SECTION NINETEEN

This Ordinance was introduced on November 21, 2016.

SECTION TWENTY

The City Clerk is directed to prepare and have published a summary of this Ordinance no less than five days prior to the consideration of its adoption and again within 15 days following adoption indicating votes cast.

SECTION TWENTY-ONE

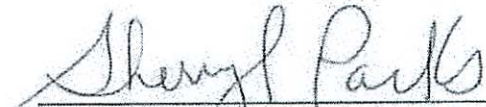
If any section, subsection, sentence, clause, phrase or portion of this Ordinance is, for any reason, held invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this Ordinance.

SECTION TWENTY-TWO

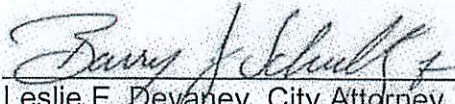
Upon adoption, the ordinance will be submitted to the California Coastal Commission for certification as a Local Coastal Program Amendment. The Ordinance will take effect and be in

force on the date that the California Coastal Commission takes action to unconditionally certify the Local Coastal Program Amendment .

PASSED, APPROVED AND ADOPTED at a regular meeting of the City Council held on the 5th day of December, 2016.


SHERRYL PARKS, Mayor
City of Del Mar

APPROVED AS TO FORM:



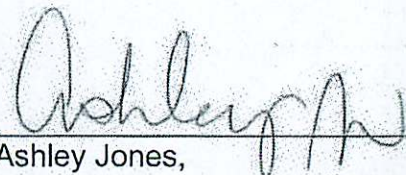
Leslie E. Devaney, City Attorney
City of Del Mar

ATTEST AND CERTIFICATION

STATE OF CALIFORNIA
COUNTY OF SAN DIEGO
CITY OF DEL MAR

I, ASHLEY JONES, Administrative Services Director/City Clerk of the City of Del Mar, California, DO HEREBY CERTIFY, that the foregoing is a true and correct copy of Ordinance No. 924 which has been published pursuant to law, and adopted by the City Council of the City of Del Mar, California, at a Regular Meeting held the 5th day of December, 2016, by the following vote:

AYES:	Mayor Parks, Deputy Mayor Sinnott, Council Members Corti, Mosier, and Worden
NOES:	None
ABSENT:	None
ABSTAIN:	None



Ashley Jones,
Administrative Services Director/City Clerk
City of Del Mar

Chapter 30.80

PARKING

30.80.010 Purpose

A. ~~It is the~~ The purpose of this Chapter is to establish a unified set of regulations, standards, and procedures pertaining to the provision of off-street parking spaces ~~required by this the Code to serve~~ in a manner that preserves the community character and effectively addresses the peak parking needs of allowed ~~and accessory~~ uses ~~on property within the City.~~ The intent is to offer a range of parking options that support multi-modal transit alternatives consistent with the City's Community Plan and Climate Action Plan, and to facilitate efficient use of parking in commercial zones in order to reduce the potential for adverse impacts on adjacent residential neighborhoods. [Ord. 509, 722, 778, 815, 817, 821, 850, 856]

30.80.020 General Parking Regulations

~~B.A.~~ Unless otherwise permitted pursuant to the Del Mar Municipal Code, ~~Every~~ person conducting a use on private property ~~within the City~~ shall provide permanently maintained off-street parking spaces reserved for parking purposes only, with such off-street parking spaces designed and installed in the amount and in the manner ~~as~~ required by this Code Chapter.

B. Off-street parking spaces may be provided in a common area to meet the required parking for two or more uses located on the same site. Separate areas for the parking spaces corresponding to each use are not required. The use of common parking areas shall not modify the minimum parking requirements, which shall remain the sum of the required spaces of all uses computed separately, unless otherwise authorized pursuant to a Shared Parking Permit.

C. ~~When an existing use, which does not provide all of the off-street parking spaces required by this Code, is proposed to be enlarged, such that a need for additional off-street parking space(s) is generated, then there shall be required, concurrently with such enlargement, the provision of additional off-street space(s) in an amount necessitated by such, as required by this Code.~~

C. When an existing use with a structural nonconformity per Section 30.76.030 does not meet the off-street parking requirement and is proposed to be enlarged, then additional off-street parking shall be provided for the proposed enlargement at the rate required by Section 30.80.030.

D. Unless approved through a Conditional Use Permit (CUP) pursuant to Chapter 30.74, ~~The~~ the parking of motor vehicles shall be without monetary charge when such parking is required pursuant to this Chapter. ~~in conjunction with a use permitted by this Chapter.~~ This Section shall not prohibit confining measures to limit the use of such parking to the owners, proprietors, employees, and customers ~~of such use~~ for which the parking is required and provided. Any CUP authorized to allow a monetary charge for parking shall be subject to conditions and the findings for approval in Section 30.74.020 to ensure that the monetary charge will not result in adverse impacts to the availability of parking either in the public right-of-way or on other private properties in the vicinity.

E. ~~Applicable~~ Accessible parking spaces shall be provided in accordance with Title 24 of the California Building Code and shall be designed to meet applicable State and Federal standards for accessibility ~~(disabled)~~. Section 30.80.085 provides a process for existing uses to bring existing parking into compliance in cases where no expansion of the existing use is proposed.

30.80.030 Required Number of Off-Street Parking Spaces ~~Specified Requirement.~~

A. The number of off-street parking spaces required for each use shall ~~be not~~ be less than those set forth in this Section. ~~A mix of uses shall provide the sum of the parking spaces that would otherwise be required for each individual use, except where a Shared Use of parking is permitted pursuant to this Chapter. [Ord. 718] (Note: GFA stands for gross floor area.)~~

1. The required off-street parking ratios are specified in Tables within Section 30.80.030(B) for residential uses and Section 30.80.030(C) for non-residential uses. References within the Parking Tables to "GFA" shall mean "gross floor area" and references to "sq. ft." shall mean "square feet".

2. Where the required parking ratio is based on the gross floor area of a use, any areas devoted to parking shall be excluded from the calculation.

3. When the calculation of required parking results in a fractional part of an automobile parking space, a remaining fraction of one-half space or more shall be construed as one space; and a remaining fraction of less than one-half space shall be disregarded.

B. Residential Use Parking Requirements

1. The following Table identifies the required off-street parking for specified residential uses:

<u>Residential Land Use</u>		<u>Required Off-Street Parking Ratio</u>
Boarding House; Lodging House; Fraternity-Sorority Housing		1 space per 2 sleeping rooms
Community Care Facility; Residential Care Facility		1 space for the facility operator plus 1 additional space for each employee during the largest shift; See Section 30.80.030(B3)
Dwelling Unit, Single Family	Unit with 3 bedrooms or less	2 garage spaces per unit
	Unit with 4 bedrooms or more	3 spaces per unit (minimum 2 spaces in a garage)
Dwelling Unit, Multiple-Family	Studio or 1-bedroom unit	1 garage parking space per unit
	2-bedroom or 3-bedroom unit	2 spaces per unit (minimum 1 space in a garage)
	Unit with 4+ bedrooms	3 spaces per unit (minimum 2 spaces in a garage)
	Guest Parking	See Section 30.80.030(B2)
Mobile Home Park		1.5 spaces per mobile home or trailer site
Senior Care Facility; Nursing Facility		1 space for every 3 beds; See Section 30.80.030(B3)

2. In addition to the required off-street parking ratio specified in Section 30.80.030(B1), Multi-Family Dwelling Unit development shall comply with the following:

a. Provide 1 guest parking space per every 4 dwelling units;

b. Provide the guest parking spaces on the same parcel of land where the dwelling units are located;

c. Identify the spaces as "Guest Parking"; and

d. Prohibit the storage of recreational vehicles, boats, trailers, or similar oversized vehicles in guest parking spaces.

3. The parking rate for any community care, residential care or senior care facility may alternatively be provided at the same parking rate required for an equivalent dwelling unit.

4. The proposed remodel or enlargement of an existing dwelling unit with nonconforming garage parking is subject to Section 30.76.075.

C. Non-Residential Use Parking Requirements

1. The following Table identifies the required off-street parking rate for specified non-residential uses that are grouped in the following general use categories: Commercial Services, Institutional, Office, Retail Sales, Vehicle and Vehicular Equipment Sales and Services, and Industrial.

<u>Non-Residential Land Use</u>	<u>Required Off-Street Parking Ratio</u>
<i>Commercial Services</i>	
Billiard Parlor	1 space per 150 sq. ft. GFA
Bowling Alley	4 spaces for each bowling lane
Child Daycare Facility	1 space per employee, plus 1 space per 5 children
Church or Religious Facility/ Auditorium/ Public Assembly	1 space for each 5 seats of permanent seating; or 1 space for each 18 inches of bench seating (lineal inches); or 1 space per 7 sq. ft. of seating floor area where there is no permanent seating
Dance-Ballroom Hall/ Meeting Hall	1 space per each 40 sq. ft. of GFA or 2 spaces for every 6 seats plus 1 additional space for each 30 sq. ft. of dance floor area
Golf Course	10 spaces for each hole or tee
Golf Driving Range	3 spaces for each hole or tee
Hotel/Motel	1.25 spaces for each lodging room/suite; and additional spaces for accessory commercial service uses greater than 500 sq. ft. GFA (using parking rate for that use type)
Miniature Golf Course	3 spaces for each hole or tee
Mortuary/ Funeral Home/	1 space for each 50 sq. ft. of assembly room GFA

Commercial Chapel	
Motion Picture and Live Theater	1 space for every 4 seats
Personal Services	
• 5,000 sq. ft. or less of GFA	1 space for each 300 sq. ft. of GFA
• 5,001 to 20,000 sq. ft. of GFA	17 spaces, plus 1 space for each additional 150 sq. ft. of GFA in excess of 5,000 sq. ft. of GFA
• More than 20,000 sq. ft. of GFA	17 spaces, plus 1 space for each additional 100 sq. ft. of GFA in excess of 20,000 sq. ft. GFA
Pet Services - Grooming	1 space per 300 sq. ft. of GFA
Restaurant/ Bar/ Cocktail Lounge/ Tea Room/ Other Businesses for the on-site consumption of food and/or beverage	1 space per 90 sq. ft. of GFA up to 4,000 sq. ft. and 1 space for each 45 sq. ft. of GFA in excess of 4,000 sq. ft. including all outdoor space, covered or uncovered, used for any restaurant purpose
Sports & Recreation Club/Facility	1 space per 400 sq. ft. GFA
Swimming Pool/ Ice-Roller Skating Rink	1 space per 100 sq. ft. of pool/rink surface area
Tennis/ Handball/ Volleyball Courts	2.5 spaces for each court
Veterinarian/ Boarding Kennel	1 space for each 200 sq. ft. of GFA (excludes overnight animal holding areas)
Warehouse/ Storage Facility	1 space for each 1,000 sq. ft. of GFA
<i>Institutional</i>	
Hospital	1 space for each bed
Library	1 space for each 250 sq. ft. of GFA
Museum	1 space for each 250 sq. ft. of GFA
Post Office	1 space for each 300 sq. ft. of GFA, plus 1 additional space for each commercial vehicle operated or kept in connection with the use
Public Utilities	1 space for each 2 employees on the largest shift, plus 1 additional space for each commercial vehicle operated in connection with the use
School	
• Elementary/ Junior High	1 space per employee, plus 5 additional spaces (playground areas available for parking may be used to satisfy parking for an accessory auditorium where included)
• High School/ Vocational/ Adult Extension	1 space for every 5 students plus parking for accessory auditorium, as applicable
• College/University	1 space for every 3 students plus parking for accessory auditorium, as applicable
<i>Office</i>	
Banks/ Financial Institutions	1 space for every 300 sq. ft. of GFA

Medical/ Dental/ Clinical/ Real Estate/ Mortgage Broker Office	1 space for each 200 sq. ft. of GFA
Professional/Business Office	1 space for each 300 sq. ft. of GFA
Retail Sales	
Appliance/Furniture Sales	1 space for each 600 sq. ft. of GFA, plus 1 additional space for each commercial business vehicle operated in connection with the use
Liquor Store	1 space per 300 sq. ft. GFA
Outdoor Sales	1 space for each 200 sq. ft. of GFA for all areas used for sales, displays, viewing aisles/walkways or storage (required parking spaces shall be located in an area distinct from all sales, displays, viewing aisles, walkways, and storage areas)
Retail Food and Beverage Establishment (no table service)	1 space per 300 sq. ft. GFA
Retail Nursery/Open Sales/Rental Yards <ul style="list-style-type: none"> • 10,000 sq. ft. or less of open sales and/or rental area • More than 10,000 sq. ft. of open sales and/or rental area 	1 space for each 500 sq. ft. of GFA, plus 1 additional space for each 1,000 sq. ft. of indoor/outdoor open sales and/or rental area 10 spaces for first 10,000 sq. ft. of GFA, plus 1 additional space for each 5,000 sq. ft. of indoor/outdoor open sales and/or rental area in excess of 10,000 sq. ft.
Other Sales that do not fit in a category listed above: <ul style="list-style-type: none"> • 5,000 sq. ft. or less of GFA • 5,001 to 20,000 sq. ft. of GFA • More than 20,000 sq. ft. of GFA 	1 space for each 300 sq. ft. of GFA 17 spaces, plus 1 additional space for each additional 150 sq. ft. of GFA in excess of 5,000 sq. ft. of GFA 17 spaces, plus 1 space for each additional 100 sq. ft. of GFA in excess of 20,000 sq. ft. GFA
Vehicle and Vehicular Equipment Sales and Services	
Automobile/Boat Sales <ul style="list-style-type: none"> • 10,000 sq. ft. or less of open sales and/or rental area • More than 10,000 sq. ft. of open sales and/or rental area 	1 space for each 500 sq. ft. of GFA, plus 1 additional space for each 1,000 sq. ft. of indoor/outdoor open sales and/or rental area 10 spaces for first 10,000 sq. ft. of GFA, plus 1 additional space for each 5,000 sq. ft. of

	indoor/outdoor open sales and/or rental area in excess of 10,000 sq. ft.
Automobile Washing	
• Automatic	1 space for every 2 employees, plus 1 space for each queue space per queue line
• Manual	1 space for each car wash bay, plus 2 spaces for each queue space per queue line
Gasoline Service Station	1 space for each gasoline pump, plus 1 additional space for each employee of the largest shift and 1 space per 300 sq. ft. gross floor area for any retail sales area (Note: parking spaces adjacent to the pump count towards the required parking)
Vehicular Repair and Maintenance Facility	2 spaces per service bay, plus 1 additional space for each employee of the largest shift, and 1 additional space for each commercial business vehicle operated in connection with the use
Industrial	
Industrial/ Manufacturing/ Laboratory/ Wholesale Printing	1 space for each 500 sq. ft. of GFA, plus 1 additional space for each commercial vehicle operated in connection with the use

2. Bicycle spaces: In addition to the required number of standard off-street automobile parking spaces, proposed non-residential development shall comply with all of the following:

a. Provide a minimum of two short-term bicycle parking spaces or 5 percent of the required automobile spaces, whichever is greater in permanently anchored bicycle racks within 200 feet of the visitor's entrance and readily visible from the public right-of-way.

i. Existing bicycle parking spaces in a permanent bicycle rack located in the public right-of-way within 200 feet of the visitor entrance may be counted towards the requirement.

ii. Uses that are not anticipated to generate visitor traffic and new additions or alterations that add nine or fewer automobile parking spaces are exempt from the requirement for short-term bicycle parking.

b. Provide secure long-term bicycle parking in bicycle lockers or indoors in a secure bicycle parking location at a rate of one space or 5 percent of the required automobile parking spaces, whichever is greater, for new multi-tenant buildings with more than ten tenant-occupants; or for any projects where ten or more automobile spaces would be added.

3. Clean Air Vehicle spaces:

a. For the purpose of Chapter 30.80, the term "Clean Air Vehicle" shall mean any low-emitting and fuel efficient vehicle regulated under Health and Safety Code section 43800 and CCR, Title 13, Sections 1961 and 1962 and the following vehicles identified below:

i. Compressed natural gas (CNG) fueled vehicles (original equipment manufacturer only);

ii. High efficiency vehicles bearing a High Occupancy Vehicle sticker issued by the Department of Motor Vehicles;

iii. Neighborhood Electric Vehicles (NEV) that meet the definition of "low-speed vehicle" either in Section 385.5 of the Vehicle Code or in 49 CFR 571.500 (as it existed on July 1, 2000) and are certified to zero-emission vehicle standards;

iv. Partial Zero Emission Vehicles (PZEV) and Advanced Technology Partial Zero Emission Vehicles (ATZEV) certified by the California Air Resources Board;

v. Vanpool Vehicles that are designed for carrying 10 to 15 persons including the driver, and that are maintained and used primarily for the nonprofit work-related transportation of adults for the purposes of ridesharing; and

vi. Zero Emission Vehicles (ZEV) that are certified to zero-emission standards.

b. For proposed non-residential development that would add ten or more automobile spaces, off-street parking spaces shall be reserved for Clean Air Vehicles that meet the definition in Section 30.80.030(C4a) in accordance with the rate specified in the following Table:

<u>Total Number of Standard Automobile Spaces</u>	<u>Number of Required Spaces Reserved for Clean Air Vehicles</u>
0-9	0
10-25	1
26-50	3
51-75	6
76-100	8
101-150	11
151-200	16
201 or more	8% of automobile parking

c. The required number of Clean Air Vehicles spaces may be allocated from the total required number of automobile spaces for a development.

d. New Clean Air Vehicle spaces shall be designed to accommodate future installation of electric vehicle supply equipment in accordance with the California Green Building Standards Code section 5.106.5.3.

4. Within the Central Commercial, Visitor Commercial, North Commercial, Professional Commercial, and Beach Commercial Zones, alternative transportation spaces may be provided for Clean Air Vehicles, compact cars, micro-cars, motorcycles or bicycles in place of up to 15 percent of the standard automobile parking spaces.

a. The number of reserved Clean Air Vehicle spaces provided may exceed the number of required Clean Air Vehicle spaces identified in Section 30.80.030(C3) by up to an additional 15 percent of the total required standard automobile parking spaces.

b. The number of micro-car spaces shall not exceed a ratio of one micro-car space to ten standard automobile parking spaces.

c. Where provided in accordance with Section 30.80.030(C4), the following minimum ratios shall be complied with as applicable for credit towards the off-street parking requirement:

i. Clean Air Vehicle parking spaces or Compact parking spaces shall be provided in place of standard spaces at a ratio of one to one.

ii. Micro-car parking spaces shall be provided in place of standard spaces at a ratio of two micro-car spaces to one standard space.

iii. Motorcycle parking spaces shall be provided in place of standard spaces at a ratio of four motorcycle spaces to one standard parking space.

iv. Bicycle parking spaces provided within secure bicycle lockers (labeled as bicycle parking with posted directions for how to access and use the spaces) shall be provided in place of standard spaces at a ratio of four bicycle locker spaces to one standard space.

v. The Director of Planning and Community Development may approve any equivalent combination of Clean Air Vehicle, compact, micro-car, motorcycle, and bicycle spaces to meet the off-street parking requirement.

D. For multiple-tenant commercial buildings and sites with a mix of commercial uses and lease spaces, common areas such as common entryways, hallways, restrooms, and stairwells or elevators shall be exempt from the calculation of gross floor area for the purpose of required parking.

E. Unless otherwise specified, accessory uses that are customarily incidental and subordinate to the primary use on a property may be exempt from the requirement to provide

additional off-street parking where they comply with the following:

1. The primary use must occupy at least 50 percent of the property;

2. The accessory use must occupy an area no greater than 25 percent of the floor area of the primary use; and

3. The use category that corresponds to the accessory use must require the same or fewer parking spaces than the use category for the primary use per the parking rates specified in Section 30.80.030(C).

F. Alternative compliance with the required non-residential parking rates may be requested subject to Planning Commission approval of a Site-Specific Parking Management Plan pursuant to Section 30.80.095.

30.80.040 Planning Commission Determination of Required Parking ~~Number of Spaces: Determination of Requirement.~~ Where ambiguity exists in the application of off-street parking requirements, or where the parking requirements for a use are not specifically defined herein, the parking requirements for such use shall be determined by the Planning Commission and such determination shall be based upon the requirements for the most comparable use specified herein.

~~30.80.050 Computing Number of Spaces. When the provisions of this Chapter require a fractional part of an automobile parking space, a remaining fraction of one-half space or more shall be construed as one space; a remaining fraction of less than one-half space shall be disregarded.~~

30.80.060 Design of Parking Space(s)-

A. Size.

1. Each off-street ~~standard~~ parking space provided to meet required parking shall be ~~a~~ designed to meet the minimum dimensions identified in the Table below ~~of 9 feet by 18 feet, exclusive of area required to gain access to such space. (Refer to the City of Del Mar Parking Layout standards for parking space design and layout.)~~.

<u>Types of Parking Space</u>	<u>Required Minimum Dimensions</u>	<u>Special Circumstances</u>
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<u>Standard Automobile Space</u>	<u>9 feet wide by 18 feet long</u>	<u>Add 6 inches to the width on each side that the space abuts an immovable obstacle higher than 6 inches above grade; and refer to City of Del Mar Parking Lot Layout standards</u>
<u>Compact Space</u>	<u>8 feet wide by 15 feet long</u>	
<u>Micro Car Space</u>	<u>6 feet wide by 9 feet long</u>	
<u>Motorcycle Space</u>	<u>4.5 feet wide by 8 feet long</u>	
<u>Tandem Automobile Spaces</u>	<u>9 feet wide by 36 feet long</u>	
<u>One-Car Garage Parking</u>	<u>10 feet wide by 20 feet long</u>	
<u>Two-Car Garage Parking</u>	<u>20 feet wide by 20 feet long</u>	<u>Length and width may be adjusted for tandem parking (minimum 400 sq ft)</u>
<u>Three-Car Garage Parking</u>	<u>30 feet wide by 20 feet long</u>	<u>Length and width may be adjusted for tandem parking (minimum 600 sq ft)</u>

2. The following standards apply to alternative parking designs where incorporated to meet required parking:

a. Clean Air Vehicles:

i. For the purpose of this section, Clean Air Vehicles shall have the meaning identified in Section 30.80.030(C3).

ii. In accordance with the California Green Building Standards, spaces reserved for Clean Air Vehicles shall be clearly identified on the paved surface of the parking space in the same paint used for the parking stall striping. The lower edge of the text shall align with the end point of the stall striping so that the signage is visible beneath a parked vehicle as follows:

CLEAN AIR/
VANPOOL/EV

b. Micro-car, and Motorcycle spaces:

i. Micro-car spaces shall be clearly identified and reasonably distributed throughout the project rather than all clustered in one location.

ii. Motorcycle spaces shall be clearly identified.

c. Tandem Parking spaces: Tandem parking is a parking configuration where one vehicle parks directly behind another and the vehicle in back must be moved in order for the front vehicle to leave.

i. Tandem parking spaces designed to count towards required parking shall be limited to a maximum of two cars in depth.

ii. Non-residential accessible parking spaces that are required for persons with disabilities in accordance with California Building Code Title 24 shall not be provided in a tandem configuration.

iii. Proposals for use of tandem parking to satisfy required parking for non-residential development shall be accompanied by a plan for operation to demonstrate to the satisfaction of the applicable decision maker that the use of tandem parking will be operated effectively and will not result in adverse impacts.

iv. For residential uses with no alley access, tandem parking may be permitted within the required front yard setback area.

d. Automobile stacking mechanisms (horizontal and vertical), including mechanical lifts or elevators, may be used to provide access to required off-street parking spaces within an enclosed garage parking structure regardless of whether the spaces within the parking structure are located at-grade, above-grade, or below-grade provided the applicant complies with the following:

i. The applicant shall provide a plan for operation of the automobile stacking mechanism to demonstrate to the satisfaction of the City's Fire Chief and Director of Planning & Community Development that the automobile stacking mechanism will be operated effectively in compliance with all safety features required by the manufacturer and shall incorporate any permit conditions required by the applicable decision maker to ensure the approval will not result in adverse impacts.

ii. Automobile stacking mechanisms shall not obstruct access to other required off-street parking spaces.

~~2. Off-street parking spaces provided for commercial, office, industrial, multi-family or religious facility that have 6 or more spaces shall be double striped. The double-stripping for parking stalls shall be included within the parking stall size requirement. (Refer to the City of Del Mar Parking Layout for parking space design and layout.)~~

3. All parking areas shall be surfaced and maintained with an asphalt, concrete or other surface material deemed acceptable by the City Engineer that will provide equivalent protection against potholes, erosion, dust and/or other nuisances.

~~4. Each parking space dimension adjoining a wall, column or other obstruction higher than 6 inches from grade shall be increase by 6 inches on each obstructed side.~~

5.4. Any required accessible (disabled) parking space shall be constructed in a manner required by the most current edition(s) of the ~~State of California Uniform Building Code (Title 24), as amended.~~ (Refer to the City of Del Mar Parking Layout for parking space design and layout.)

~~6. When each one-car garage, or each required parking space for a single-family or duplex structure is not to be provided in a garage or carport, required pursuant to the provisions of this Chapter, each space shall be a minimum of 200 square feet.~~

~~7. Each two-car garage, required pursuant to the provisions of this Chapter, shall be a minimum of 400 square feet in size. Such two-car garage may be designed as a tandem garage (1 parking space in front of or atop the other).~~

~~8. Each three-car garage, required pursuant to the provisions of this Chapter, shall be a minimum of 600 square feet in size. [Ord. 580]~~

B. Location. Off-street parking required by this Chapter shall be located:

1. On the same site as the use necessitating such parking; or

2. Subject to the authorization and approval of an Off-Site Parking Permit.

C. Access from Street to Space. All parking spaces required by this Chapter shall be serviced by adequate ingress and egress as provided for herein:

1. Access to parking areas **with** 6 spaces or less and serving only residential uses shall have an unobstructed, permanently surfaced driveway not less than 10-feet in width. Said driveway(s) shall not exceed a total maximum width of 20-feet along all abutting street lines. (Refer to the City of Del Mar Parking Layout standards for parking space design and layout.)

2. Access to parking areas serving other than residential uses of any size, or serving a residential use of 7 or more parking spaces, shall have an unobstructed, permanently surfaced driveway not less than 10-feet in width for a one-way driveways and 20-feet in width for two-way driveways. The driveway shall have a maximum width of 24-feet within a front yard or required side yard abutting a street. A suitable turnaround area shall be provided for each such parking area to enable all vehicles using such parking area to enter the street in a forward manner. (Refer to the City of Del Mar Parking Layout for parking space design and layout.)

D. Aisle Dimensions. ~~Aisle dimensions for parking lots shall, at a minimum, conform to the dimensions shown on the City of Del Mar "Parking Layout."~~

1. All aisles, fire lanes, maneuvering areas and/or other specified non-parking area shall be clearly marked and maintained with directional arrows and stripping.

2. Aisle dimensions for parking lots shall conform to the dimensions shown on the City of Del Mar Parking Layout.

30.80.080 Standards-

A. All parking and turnaround areas shall be subject to the same restrictions governing accessory buildings as defined in the zone in which such parking area is located, unless otherwise identified+.

B. ~~Alternative Design standards-~~

~~Tandem parking may be permitted within the required front yard setback area where there is no alley access.~~

C.B. ~~Parcels of land that abut an alley, shall allow required parking within the rear yard setback according to Section 30.86.200 C of this Title.~~

D.C. ~~Parking and storage~~ ~~Storage and/or parking, for more than seventy-two (72) consecutive hours, of vehicles on vacant lots shall not be permitted and~~ including ~~boats, house trailers, camper trailers and detached camper-trailer tops, unless governed by another Section of this Code, shall not be permitted~~ for more than 72 consecutive hours unless otherwise provided for.

30.80.085 Reduction of Off-Street Parking Requirement to Enable Existing Development to Comply with Accessible Parking Requirements Regulations.

A. When required to meet the ~~requirements of~~ California Building Code (Title 24) or the Americans with Disabilities Act (ADA) requirements for provision of accessible off-street parking spaces and paths of travel thereto, an applicant may obtain approval from the Director of Planning and Community Development for an existing use to reduce the total number of existing parking spaces in place and provided for an existing use may be reduced upon a showing demonstrating that the reduction in the number of spaces will be the minimum necessary to achieve compliance with the state and federal accessible parking requirements ~~regulations referenced in this~~

~~section and that no change of use or expansion of the existing use is proposed.~~ [Ord. 815]

B. This section shall not be construed or applied so as to authorize a reduction of the off-street parking requirements to be provided in proposals for new development(s).

C. The reduction in the number of required parking spaces shall be subject to the receipt of all required permits.

30.80.090 "Town and Country" Parking Spaces

"Town and Country" ~~parking or angle parking,~~ is a type of private/public parking design where spaces are provided partially on private property and partially in the public right-of-way along a specified portion of ~~with access from~~ Camino del Mar. ~~"Town and Country" parking shall be permitted within that portion of the Central Commercial (CC) Zone, which lies between 11th Street on the south side of Camino del Mar and 13th Street on the north side of Camino del Mar, provided that~~ the parking spaces meet all of the following:

A. The design of such parking, including location, parking angle, dimensions, walkways, landscaping and lighting, shall be consistent with the *City of Del Mar Camino del Mar Streetscape Plan* and subject to the approval of the ~~Design Review Board, or City Council on appeal.~~

B. When Town and Country parking is permitted in conjunction with the construction of new buildings, such buildings shall be set back not less than 20-feet from the Camino del Mar ultimate right-of-way. Side yard and rear yard requirements cited elsewhere in this Title shall not be modified as a result of these Town and Country parking requirements.

C. When Town and Country parking is permitted in conjunction with the construction of new buildings, at least 30% of the required parking shall be located within the rear 50% of the lot; except, however, that this provision shall not apply if the total number of required parking spaces can be provided by the Town and Country configuration.

D. The property owner shall execute and record, with the Office of the San Diego County Recorder, a sidewalk (for pedestrian access) and landscape easement not less than 10-feet in width, giving the public rights of access over said private property. The language of such easement shall be

approved by the City Attorney and the Director of Planning and Community Development prior to recordation. Improvements and maintenance of improvements constructed within the easement area shall be the responsibility of the property owner.

E. Parking provided partially on private property and partially on public right-of-way, as herein allowed, shall be credited against off-street parking required by this Chapter.

F. Landscape peninsulas, located on public right-of-way, shall be required at all street corners, and at minimum between every 10 parking spaces. Such peninsulas shall include tree forms and indirect lighting. Such landscaping shall be consistent with the City of Del Mar Camino del Mar Streetscape Plan.

G. To maintain acceptable safety standards, parking angles and dimensions shall be designed to align with the existing adjacent parking configuration insofar as possible.

30.85.095 Site-Specific Parking Management Plans

A. For commercial development with businesses subject to leaseholds that are located within the Central Commercial, Visitor Commercial, North Commercial, Professional Commercial, and Beach Commercial zones, approval to alternatively meet the required parking as set forth in DMMC Section 30.80.030 may be requested by making application for approval of a Site-Specific Parking Management Plan.

B. Requests for approval of a Site-Specific Parking Management Plan are subject to Planning Commission approval.

C. The owner of each business in operation on the subject property shall be required to comply with the terms of the approved Site-Specific Parking Management Plan.

D. As a condition of approval, each business covered by the Site-Specific Parking Management Plan shall be required to demonstrate compliance with the approved Site-Specific Parking Management Plan to the satisfaction of the Director of Planning and Community Development on an annual basis upon application for business license renewal.

E. If the Director of Planning and Community Development determines the development is not in compliance with the approved Site-Specific Parking Management Plan, then the permittee shall bring the development into compliance or shall

file an application for a revised Site-Specific Parking Management Plan subject to Planning Commission approval.

30.80.100 Improvement and Maintenance of Commercial and Industrial Parking Spaces-

All commercial and industrial parking areas, including parking spaces, access aisles and driveways, shall be developed and maintained in the following manner:

A. Off-street parking areas shall be so graded and drained as to dispose of all surface water into public drainage systems. The design and improvement of such parking areas shall prevent runoff water from draining across public sidewalks and pedestrian access easements.

B. Automobile parking spaces and access aisles shall be designed and/or marked or otherwise made clearly identifiable to assure safe and convenient automobile circulation.

C. Walls, fences, and trees within or adjacent to parking areas shall be protected by permanently affixed curbing or wheel stops, located not closer than 4 feet, from such wall, fence, or tree to be protected.

D. Any lighting used to illuminate parking areas shall be decorative, a low illumination level, and not more than 15-feet in height. Such lights shall be arranged and designed to reflect the light downward and away from any public right-of-way and/or from any property used for residential purposes.

E. Each site shall include loading/unloading stalls in addition to the ~~required~~ required number of parking spaces required for a specific use.

1. One loading/unloading stall shall be required for the first 5,000 square feet of gross floor area and 1 additional loading/unloading stall for each additional 20,000 square feet of gross floor area.

2. Each loading/unloading stall shall be a minimum of 12-feet in width and 20 feet in depth.

3. Loading/unloading stalls shall be located in an area on-site and not within the required front yard setback. Such loading/unloading stalls shall be located in a

manner so as not to interfere with pedestrian and /or vehicle traffic.

4. A loading/unloading stall shall not be used for storage at any time.

F. Surface parking areas containing 3 or more parking spaces shall be separated from an adjacent street or streets, except for driveways and access routes, by a compact evergreen hedge or a wall or fence not less than 2-feet or more than 3'6" in height located 3 or more feet within the property line(s) adjacent to such street or streets. If said separation structure is a wall or a fence, the face of the wall or fence facing the adjacent street or streets shall be landscaped. Said 3-foot or more setback area from the street property line shall be landscaped and maintained in accordance with the applicable provisions of this Section.

G. Where surface parking areas containing 3 or more parking spaces abuts property in the R1, RM, or R2 Zones, **screening** (e.g. a solid wall, view obscuring fence, or compact evergreen hedge) shall be erected and maintained. ~~Such wall, fence, or hedge~~ **Screening** shall be **a minimum of** 6-feet in height above the surface of the parking area; except, that within the area of the front yard setback, the maximum height shall be calculated according to Section 30.86.090 A 1. No such wall, fence or hedge need be provided where the elevation of that portion of the parking area immediately adjacent is 6-feet or more below the elevation of abutting property located in the R1, RM, or R2 Zones.

H. Plans for proposed parking areas shall be submitted to the City prior to the issuance of any Building Permit for such parking area or building for which the parking is accessory. Such plans shall clearly indicate the proposed development, including location, size, shape, design, curb cuts, lighting, landscaping, drainage, and other features and appurtenances of the proposed parking area.

30.80.110 Landscaping Improvements

A. All applicable residential projects shall include a detailed landscaping plan including plant location, plant types listed by the common name and Latin name and maximum mature heights of vegetation. Such landscaping shall be permanently maintained.

B. All portions of any front yard or side yard abutting a street, except for driveways, walks, fish ponds and decorative bodies of water, as provided in Section 30.86.200 M-4, shall be landscaped with trees, shrubs, flowers, or other plant materials, planter boxes (subject to the setback/height provisions applicable to fences contained within this Title), or rock gardens; and shall be permanently maintained in a neat, attractive, and orderly manner. In no case shall boats, trailers, trucks, campers or the like be stored or parked in any required front or side yard abutting a street, nor shall any storage of any materials whatsoever be permitted in said yards. [Ord. 615]

C. All commercial, industrial, multi-family and religious facility projects shall provide a minimum of 10% of the off-street parking area(s) with landscaping comprised of trees and shrubs in accordance with the following criteria:

1. Landscape areas shall be dispersed throughout the parking area(s) in such a manner as to reasonably interrupt the expanse of paving or the mass of parked automobiles. There shall be a minimum landscaped area between every 6 parking spaces.

~~2. All required landscaping shall be contained in planting areas with a minimum width of 4 feet and a minimum area of 16 square feet. Planting areas shall be separated from adjacent parking areas by curbing no less than 6 inches in height.~~

~~3.2. All trees species, upon planting, shall be at least 15-gallon (or comparable) in size and a minimum height of 5 feet. Once once established, the required trees shall be trimmed in a manner to remove branches below the height of 80-inches from the paving service surface.~~

~~4.3. All trees shall be in good condition upon planting and shall be placed in holes of sufficient size and backfilled with appropriate organic matter/topsoil mixture to assure successful growth.~~

~~5.4. All trees shall be adequately staked or guyed.~~

~~6.5. All required planting shall be permanently maintained in good growing condition by the property owner and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. All required fences and walls~~

shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.

7.6. All landscape areas shall be served, as necessary, by an adequate, permanently installed irrigation system.

~~30.80.130 Common Parking. The off-street parking spaces required for two (2) or more uses located on the same site may be provided in common or combined parking space areas in-lieu of providing separate parking space areas for the parking spaces corresponding to each use. The use of common parking space areas shall not modify the parking requirements applicable to the uses on the property, which shall remain the sum of the required spaces of all uses computed separately, unless otherwise authorized pursuant to a Shared Parking Permit, as regulated by this Chapter. [Ord. 821]~~

~~30.80.140 Shared-Use~~ Shared Parking Permit.

A. Where two (2) or more non-residential uses will be operated in a manner where there will be with no substantial overlap in the hours of operation of the uses, a portion of the off-street parking spaces required and provided for one or more of the uses(s) may be provided as Shared Use Parking spaces subject to approval of a Shared Parking Permit. [Ord. 821]

~~A. Shared Use Parking shall be subject to the receipt of a~~

B. The decision on an application for a Shared Use Parking Permit from shall be made by the Planning Commission. A decision by the Planning Commission may be appealed to the City Council within 10 working days from the date of the Planning Commission's approval. Any appeal of the Planning Commission's decision shall be filed in accordance with the procedures set forth in DMMC Chapter 1.12.

C. In reviewing an application for a Shared Use Parking Permit, the Planning Commission shall apply the following standards and requirements:

1. The applicant shall demonstrate that there will be no substantial overlap in the principal operating hours of the buildings or uses for which the Shared Use Parking spaces are proposed. For purposes of this Section, the term "no substantial overlap" shall mean that, on a daily basis, there will be at least one hour 30 minutes between

the time of closing of one use or activity and the opening of the other use or activity for which shared parking is proposed. The requirement for this separation of ~~an hour~~ time between operation of uses enumerated herein shall not apply to normal support services such as cleaning and maintenance operations.

2. Not more than 66% of the off-street parking spaces required ~~by this Chapter~~ for a use or activity may be satisfied through the use of a Shared ~~Use~~ Parking Permit.

3. Parking spaces to be used for Shared ~~Use~~ Parking shall be unencumbered for any uses or activities other than those for which the Shared ~~Use~~ Parking Permit is proposed.

4. All Shared ~~Use~~ Parking spaces shall meet the location, design and layout requirements for off-street parking spaces specified in this Chapter.

~~B.5.~~ Any proposal for Shared ~~Use~~ Parking which is to be located off-site, shall be also subject to the receipt of an ~~Off-site~~ Off-Site Parking Permit, ~~as regulated by this Chapter~~ in accordance with Section 30.80.150.

~~C.6.~~ A Shared ~~Use~~ Parking Permit, ~~approved pursuant to the provisions of this Chapter,~~ shall be ~~subject to the recordation of~~ recorded as a covenant against the deed for the property on which the Shared ~~Use~~ Parking spaces are located. The purpose of the covenant shall be to memorialize the terms and conditions of the Shared ~~Use~~ Parking Permit and to inform subsequent property owners and business operators of the restrictions on use and parking which apply to the site. The recorded covenant shall specify the operating hours, as conditioned, of the businesses for which a Shared ~~Use~~ Parking Permit has been approved.

30.80.150 ~~Off-site~~ Off-Site Parking Permit.
~~Off-site Parking, wherein~~

A. An applicant may request approval to provide the required parking for a non-residential use or activity ~~is provided on a separate site than the location of the use or activity itself,~~ shall be allowed, as provided in this section subject to approval of an Off-Site Parking Permit.

1. An application for an Off-site Off-Site Parking Permit may be submitted for any non-residential use allowed within a the applicable zone, except that Off-site Parking may not be used to satisfy the parking requirements of residential, uses.

2. Off-Site Parking shall be located only within the Central Commercial, Professional Commercial, North Commercial Visitor Commercial or Beach Commercial Zone.

B. Such Off-site The decision on an application for an Off-Site Parking Permit is subject to approval shall be made by the City Council. and shall be subject to the following requirements: [Ord. 821]

C. In reviewing an application for an Off-Site Parking Permit, the City Council shall apply the following conditions of approval:

A.1. The proposed location of all required parking is shall be within a 500-foot walking distance measured from the nearest point of the parking facility to the nearest point of the building that such parking is required to serve.

B. The proposed location of Off-site Parking is in the Central Commercial, Professional Commercial, North Commercial Visitor Commercial or Beach Commercial Zones. [RC-Zone not allowed]

C. The property on which the Off-site Parking is to be located and the property containing the use for which Off-site Parking is to be provided satisfies the following requirements:

1. The property shall be owned by the same owner(s) of the lot or parcels containing the building or uses to be served by the Off-site Parking spaces or an agreement shall be recorded with the County of San Diego Recorder's office to create an inseparable part of the lot or parcels containing such buildings or uses; or

2. The property shall be held in a minimum 15-year lease by the same owner(s) of the lot or parcels containing the building to be served by the off-street parking or uses or by the owner of the business to be served by the off-street parking. Said minimum 15-year lease shall remain in effect as long as the parking facilities are required and the owner or owners of the

~~lot or parcels containing said parking records an agreement with the County Recorder's office as a covenant running with the land for the benefit of the City, guaranteeing that such owner(s) and their heirs, assigns, or successors in interest, will continue to maintain said parking facilities for the use necessitating the Off-site Parking Permit for as long as the building or use that the Off-site Parking spaces are intended to serve is retained.~~

~~D. The property containing the building for which the Off-site Parking is to be provided shall be subject to the recordation of a covenant identifying the location of the Off-site Parking and the associated lease agreements which facilitate the continued use of the Off-site Parking.~~

~~E. The property for which Off-site Parking is provided and the property on which the Off-site Parking is located shall each include signage notifying the public of the location of the use and of the Off-site Parking respectively.~~

~~F. The Notice required in this section shall be provided as follows:~~

2. Signage notifying the public of the location of the use and of the location of the Off-Site Parking shall be provided at each property subject to the Off-Site Parking Permit.

a. The required content of the signage shall be as follows:

~~1. i.~~ A sign one square foot in size shall be conspicuously posted at the site of the use ~~for which Off-site Parking~~ stating that Off-site parking spaces ~~area~~ Off-Site Parking Spaces are available for use by patrons and employees of the use and identifying ~~shall identify~~ the location of the Off-site parking spaces ~~Off-Site Parking Spaces~~; and

~~2. ii.~~ A sign one square foot in area shall be posted at each ~~of the Off-site parking spaces~~ Off-Site Parking Space stating that they are ~~the space is~~ available for use ~~for by~~ patrons and employees of the use for which the Off-site parking ~~Off-Site Parking~~ has been authorized.

b. Notwithstanding the provision of anything to the contrary in the DMMC, the signs required in this section shall not be included in the calculation of the maximum amount of signage allowed for a property or use, as regulated in the DMMC.

3. The owner of the property containing the Off-Site Parking and the owner of the business to be served by the Off-Site Parking shall file with the City a signed agreement, prepared in a form for recordation with the San Diego County Recorder, and containing at a minimum the following terms:

a. That the agreement shall be to lease the Off-Site Parking Spaces pursuant to an approved Off-Site Parking Permit obtained in accordance with DMMC Section 30.80.150;

b. That the lease term for the Off-Site Parking Spaces shall coincide with the maximum term of the business owner's lease and shall automatically be renewed with any extension of the business owner's lease;

c. That the owner of the property containing the Off-Site Parking Spaces shall be required to maintain the Off-Site Parking Spaces subject to the terms of the approved Off-Site Parking Permit;

d. That the conditions and terms of the Off-Site Parking Permit shall be binding upon the successors in interest of all parties subject to the Permit and lease agreement; and

e. That the agreement is a covenant running with the land and shall be recorded with the San Diego County Recorder.

4. An Off-Site Parking Permit shall be recorded as a covenant against the deed for the property on which the Off-Site Parking is to be located. The purpose of the covenant shall be to memorialize the terms and conditions of the Off-Site Parking Permit to inform subsequent property owners and business operators of the restrictions on use and parking that apply.

G.5. At least 180 days prior to the expiration of a minimum 15-year lease required pursuant to the provisions

~~of this Section to utilize an Off-site Parking location~~ On an annual basis in conjunction with renewal of the Business License, the benefitted ~~property owner~~ of the business with Off-Site Parking shall provide evidence to the satisfaction of the Director of Planning and Community Development that the lease agreement is still valid in compliance with the Off-Site Parking Permit ~~City staff~~ or that one of the following actions has occurred:

1. ~~Receipt of a renewed, minimum 15-year lease for the property on which the Off-site Parking is located;~~

2. a. ~~Receipt of City authorization for provision of Off-site Parking on another site, issued in accordance with requirements of this Section~~ That a separate Off-Site Parking Permit has been obtained to satisfy the required off-street parking for that business; or

3. b. ~~Reduction of the intensity of use(s) on the benefitted property, with such reduction commensurate with level of Off-site Parking that had previously been authorized through an Off-site Parking Permit and through which a use on the benefitted property had satisfied the parking requirements of this chapter~~ The Off-Site Parking Permit is no longer necessary, in which case the permit holder shall record a cancellation of the Off-Site Parking Permit with the San Diego County Recorder for all properties as applicable.

30.80.160 Conditional Use Permit Approval for Valet Parking Permit.

A. ~~An application for a Valet Parking Permit, for multiple-day events, shall be subject to the authorization of a~~ A Conditional Use Permit ~~from the Planning Commission.~~ shall be required for approval to conduct valet parking operations. The permit application shall include the following information to the satisfaction of the Director of Planning and Community Development:

1. An application fee as set forth by Resolution of the City Council;

2. Details regarding the type of business that the valet parking operation will serve including the number of required off-street parking spaces for that use;

3. Details regarding the proposed valet parking operation including, the number of employees, the proposed location for the pick-up and drop-off of customer vehicles, off-street parking facilities, and the route of travel to be used to store and retrieve customer vehicles;

4. Details about the proposed type and location for any signage that will be used to identify the valet parking operation to customers; and

5. Any other information relevant to the proposed valet parking operation as deemed appropriate by the Director of Planning and Community Development.

~~A. Such permit, at a minimum shall include the location of the pick-up and drop-off location, the location of the parking facilities, the route used to store and retrieve vehicles and signage.~~

~~B. Executed agreements between the valet operator, the business establishment being serviced as well as a lease or agreement for the storage space sufficient to service the establishment for which the permit will be issued.~~

~~C. Any and all applicable insurance including but not limited to general liability, garage liability. All required insurance shall be issued by a company with a rating of A or better and must name the City as additionally insured.~~

B. A Conditional Use Permit application for valet parking shall be decided as follows:

1. Valet parking operations on private property shall be subject to approval by the Planning Commission.

2. Valet parking operations on public property or in the public right-of-way shall be subject to approval by the City Council.

3. A Conditional Use Permit for valet parking may be approved or conditionally approved only if the decision maker makes all of the findings to grant the permit in accordance with Section 30.74.020.

C. As part of their review and consideration of the Permit, the decision maker may approve the valet parking operation as a means for the business that it serves to alternatively comply with the off-street parking requirement.

D. The decision maker may impose conditions of approval as deemed necessary to protect the public, health, safety and welfare and to ensure compliance with the Permit. At a minimum, conditions shall address the following:

1. Hours of operation;
2. The location for pick-up and drop-off of customer vehicles to occur;
3. The location of the off-street parking facilities where customer vehicles will be parked and stored;
4. Signage for the valet parking operation;
5. The number of required off-street parking spaces authorized by the permit where valet parking is being used as an equivalency for compliance;
6. Any conditions to ensure that valet parking operations will not interfere with required off-street parking;
7. Proof of general liability insurance and garage liability insurance; and
8. Copies of any executed agreements (between the valet parking operator and the business being served by the valet parking operator or between the valet parking operator and the property owner where vehicles will be parked and stored off-site) as necessary to demonstrate compliance with the Permit.

E. A Conditional Use Permit for valet parking may be revoked in accordance with 30.74.080.

30.80.170 In-Lieu Parking Fee Program

The In-Lieu Parking Fee Program was established to provide a tool for better management and utilization of parking spaces within the City's Downtown area. The goal of the program is to expand on the existing capacity of off-street parking spaces available to the

public, to expand the number of on-street parking spaces beyond current capacity, and to facilitate public access and mobility within the Village Center and to local park and beach areas.

A. For projects located within the Central Commercial Zone, the provision of the off-street parking spaces otherwise required pursuant to this Chapter may instead be partially satisfied through the payment of an In-Lieu Parking Fee in accordance with the following: [Ord. 817, Ord. 850, Ord. 856]

1. Authorization for use of an In-Lieu Parking Fee(s) to satisfy off-street parking requirements shall be subject to the review and approval of the Director of Planning and Community Development, with such approval based on compliance with the provisions of this Chapter.

2. The payment of an In-Lieu Parking Fee shall be made on a one-for-one basis with a fee paid for each required parking space to be satisfied through the In-Lieu Parking Fee Program.

3. The amount of the In-Lieu Parking Fee shall be set by resolution of the City Council and may be amended from time to time by resolution of the City Council.

4. No more than ~~50%~~ 75% of the off-street parking spaces otherwise required for a project may be satisfied through use of the In-Lieu Parking Fee Program. ~~and an~~

5. ~~An~~ applicant may not utilize Shared Parking in addition to ~~this~~ the In-Lieu Parking Fee Program. [Ord. 856]

B. ~~The~~ In-Lieu Parking Fee funds collected by the City shall be deposited in a designated fund and shall be expended by the City exclusively for: [Ord. 850]

1. The acquisition, development, operation or maintenance of off-street parking spaces available for use by the general public; ~~and~~

2. The development of additional on-street parking spaces available to the public beyond current capacity; and

3. ~~The development and operation of a year-round shuttle system to transport the public to and from off-street parking spaces available for use by~~ of public improvements to facilitate mobility and access by the general public along Camino del Mar through the Village Center and to the

Strikeout-Underline
November 8, 2016

Attachment A

Powerhouse~~/~~, Seagrove, and Shores Parks and public beach areas. at the foot of 15th Street.

C. The payment of In-Lieu Parking Fees to satisfy the provisions of this Chapter shall occur prior to the issuance of any required Building Permits for the development for which the fees are required or prior to issuance of a Certificate of Occupancy for any activity for which the fees are required, whichever comes first.

D. In-Lieu Parking Fees paid to satisfy the provisions of this Chapter shall not be refundable.

E. The option for payment of In-Lieu Parking Fees to satisfy the off-street parking requirements of this Chapter shall not be allowed to satisfy the off-street parking requirements for residential units or for hotel or motel uses.

~~F. The option, as provided in this Section, for payment of In-Lieu Parking Fees to satisfy the off-street parking requirements of a development shall not be applicable until one or more of the following has occurred:~~

~~1. The City has identified and secured a location for providing off-street parking spaces available for use by the general public; or~~

~~2. The City has implemented or authorized a year-round shuttle system to transport the public to and from off-street parking available for use by the general public. [Ord. 856]~~

~~G. In-Lieu Parking Fees cannot be collected for more than 50 total parking spaces before both the public parking facility and shuttle system are fully operational. Once the In-Lieu Parking Fee Program becomes fully operational, the City shall utilize its best efforts to continue the Program. Should the Program ever be discontinued or substantially modified, the City shall seek reauthorization of the Program with the Coastal Commission through a separate Local Coastal Program amendment. [Ord. 850]~~

~~H. At such time as a Village Center District Specific Plan is prepared and enacted in accordance with applicable law(s), the provisions of this section shall no longer be effective. For purposes of this Section, a Del Mar Village Center District Specific Plan shall mean a Specific Plan for the geographic area identified in the Del Mar Community Plan as the Village Center District.~~

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November 8, 2016

Attachment A

[This Chapter of the Municipal Code forms a portion of the City of Del Mar Local Coastal Program Implementing Ordinances. The regulations found within this Chapter are not subject to "relief" through the Del Mar Variance process. Exceptions to, or relief from, the requirements found within this Chapter are limited to those specified within the language of this Chapter or found within other Chapters of the Implementing Ordinances. Where there is a conflict between the language of this Chapter and other portions of the Del mar Municipal Code, the language of this Chapter shall take precedence.]

In-Lieu Fee Parking Program: Public Parking Spaces in Reasonable Walking Distance of Del Mar Village, Parks and Beach



EXHIBIT NO. 3

APPLICATION NO.

LCP-6-DMR-16-0073-1

In-Lieu Parking Fee
Program Map



California Coastal Commission



City of Del Mar

April 17, 2017

Deborah Lee, San Diego District Manager
California Coastal Commission
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402

Re: City of Del Mar Local Coastal Program Amendment LCP-6-DMR-16-0073-1
(Parking Regulations) for the Commission Meeting of May 10-12, 2017

Dear Ms. Lee:

Thank you for your assistance with the processing of the City of Del Mar's Local Coastal Program Amendment (LCPA) application request to amend the City's parking regulations. As you are aware, this project is part of a multi-year, phased effort to update the City's parking regulations. The amendment package contains significant parking-related code changes that our community is eagerly awaiting final approval.

We are very appreciative of the hard work and time committed over the last several months between our agencies to allow for this item to be heard at the local May Commission hearing. The City's Parking LCPA includes various parking management tools such as on-site paid parking, alternative transportation spaces in place of a portion of the required standard spaces, flexibility to use tandem parking and mechanical lifts, a new Site-Specific Parking Management Plan approval process, and improvement to the existing Shared Parking, Off-Site Parking, Valet Parking, and In-Lieu Fee Parking Programs to make the programs more viable.

Our understanding is that Commission staff will be requesting modifications as follows:

- 1) On-Site Paid Parking: Clarification that a Conditional Use Permit may only allow a monetary charge for parking during times at least 30 minutes before or after the hours of operation for the business or use for which the parking is required;
- 2) Site Specific Parking Management Plans: Clarification that the rate for multi-tenant commercial subject to a Site Specific Management Plan shall generally be no less restrictive than one space per 300 square feet;
- 3) Valet Parking: Clarification that the decision maker may impose conditions of approval as deemed necessary to protect coastal access; and



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4) In-Lieu Fee Parking program: Modification of the In-Lieu Fee Parking Program to continue to require a year-round shuttle if the City exceeds 50 in-lieu spaces.

The City was hopeful we would be able to reach agreement in regards to #4 above in order to find an alternative to a "year-round shuttle" in Del Mar's small, walkable community. However, City staff is willing to accept all of the suggested modifications at this time with the understanding that it is the City's intent to revisit the In-Lieu Parking Program year-round shuttle requirement and 50 space cap at some point in the future.

Again, we thank you and your staff for your hard work and are appreciative of the great working relationship we have in place. Should you have any follow-up questions regarding the City's Parking LCPA application, please contact Amanda Lee, Senior Planner/Project Manager at 858.755.9313.

Sincerely,

A handwritten signature in black ink, appearing to read "Kathleen A. Garcia". The signature is fluid and cursive, with a long horizontal stroke at the end.

Kathleen A. Garcia
Planning and Community Development Director

Cc: Scott W. Huth, City Manager
Tracy Elliott-Yawn, Planning Manager
Amanda Lee, Senior Planner
Gabe Buhr, Coastal Commission, Program Manager
Sarah Richmond, Coastal Commission, Coastal Planner