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W15a

Prepared May 21, 2021 for June 9, 2021 Hearing

To: Commissioners and Interested Persons

From: Susan Craig, Central Coast District Manager
Ryan Moroney, Coastal Supervisor

**Subject: De Minimis Amendment Determination for Proposed City of Santa Cruz
Local Coastal Program Amendment Number LCP-3-STC-20-0040-2-Part A
(Parking Standards)**

Proposed LCP Amendment

The City of Santa Cruz is proposing to modify the Local Coastal Program's (LCP) Implementation Plan (IP)) to amend various parking regulations in order to reduce parking requirements for residential development, modernize certain commercial parking standards, provide a process for proposing alternative methods to address parking needs in commercial and residential projects, and to otherwise clarify existing parking standards. Overall, the proposed amendments are intended to help better facilitate housing development and to better accommodate new commercial uses in the City, while maintaining an adequate supply of parking and mobility options for residents, visitors, and workers.

De Minimis LCP Amendment Determination

Pursuant to Coastal Act Section 30514(d), the Executive Director may determine that a proposed LCP amendment is "de minimis" if the amendment meets the following three criteria:

1. The proposed amendment would have no impact, either individually or cumulatively, on coastal resources, and it is consistent with Coastal Act Chapter 3.
2. The proposed amendment does not propose any change in use of land or water or allowable use of property.
3. The proposed amendment was properly noticed by the local government at least 21 days prior to submittal¹ to the Commission (i.e., by posting notice on-site and off-site

¹ An LCP amendment is deemed to have been "submitted" when it has been determined that it includes all of the necessary supporting documentation and information required by the Coastal Act and the Commission's implementing regulations, and is "filed" by Commission staff as complete.

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in the affected area, publishing notice in the local newspaper, and/or mailing notice to owners and occupants of affected and contiguous properties).

If the Executive Director determines that an amendment is de minimis, that determination must be reported to the Commission. If three or more Commissioners object to the Executive Director's de minimis LCP amendment determination at that time, then the amendment is set for a future public hearing as a regular LCP amendment. If not, then the amendment is deemed approved and it becomes a certified part of the LCP ten days after the date it is reported to the Commission (in this case, it would be certified on June 19, 2021).

The purpose of this notice is to advise interested parties of the Executive Director's determination that the proposed LCP amendment is de minimis.

De Minimis LCP Amendment Analysis

Each of the de minimis criteria is discussed briefly below:

1. No impact to coastal resources and consistency with Coastal Act Chapter 3

As discussed above the City of Santa Cruz is proposing to modify the IP to ease various parking regulations, with an increased emphasis on looking to other ways to minimize parking needs in commercial and residential projects. Specifically, the amendment would: 1) add language regarding electric vehicle parking as required by the California Building Code standards; 2) clarify and consolidate existing standards for driveways; 3) update commercial uses in the parking chart to reflect modern uses and terminology; 4) create consistent regulations for tandem parking; 5) add a reference to the City Council resolution that governs downtown parking; 6) create a process that allows for parking reductions if certain criteria are met; 7) remove the requirement for covered parking in residential districts; 8) reduce overall residential parking requirements to 2 spaces per single-family residence; 9) establish uniform parking standards for both multi-family rental and ownership housing; and 10) make other clarifications and corrections regarding parking.

The City's Land Use Plan (LUP) contains a few programs that relate to the proposed parking changes. These programs include:

Program 1.7.1 (Circulation Planning):

Reduce automobile parking requirements for developments/land-uses that provide effective incentives for alternative transportation (mixed use/ neighborhood commercial areas, bus passes, subsidies, preferential carpool parking, and shuttle services) and investigate ways to mitigate potential impacts on neighborhoods, possibly through residential parking permit programs.

Program 6.4.6 (Transportation Systems Management):

Consider a reduction in parking requirements for employers, developments, businesses and major destination centers implementing effective alternative transportation programs. (See policies L 5.6, C 6.4.6)

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Program 5.4.3 (Housing Development Element):

Reduce parking and other requirements for developments that reduce living cost by emphasizing shared facilities and alternative transportation. Examine the needs for deed restrictions and permit parking in such developments to ensure that parking does not become a problem.

Taken together, these programs look to address parking requirements in ways that limit the need for such parking, including where alternative means of transportation are available and where other transportation demand management (TDM) techniques can be applied. The idea is not to simply reduce parking requirements, but more to re-envision how much space the City needs to allot to parking as opposed to potentially higher and better benefits and uses. The proposed amendments incorporate a variety of TDM strategies, and include more detailed evaluations (e.g., by a civil or traffic engineer) when parking reductions are considered, including to ensure that potential impact to on-street parking needs (such as for public access parking) are clearly addressed. With respect to reduction and simplification of residential and commercial parking standards, including eliminating covered parking and capping required parking at two spaces per single-family residence, the City has provided evidence to demonstrate that such standards will adequately ensure that such parking needs are still accommodated off-street, and such change should provide for more flexibility in site design to foster other public needs and goods. Overall, the proposed amendment should help the City to improve parking efficiencies, and move the City towards a less parking-centric community, while also maintaining adequate on-street parking facilities for the general public, which is especially important near the shoreline for public access visitors. Accordingly, the proposed amendment is not expected to negatively impact coastal resources, including public access parking, and it meets the first de minimis LCP amendment criterion.

2. No change in use of land or allowable use of property

The proposed amendment affects parking requirements for residentially and commercially designated and zoned properties. Thus, the proposed amendment does not change any LCP-allowed uses of land or LCP-allowed uses of property, and it meets the second de minimis LCP amendment criterion.

3. Provision of public notice

The City's Advance Planning division conducted a virtual community workshop regarding this proposed LCP amendment on the evening of July 23, 2020. A summary of the proposed amendment was posted to the City's website a day before the meeting, and community members were invited to provide comments at the meeting or by email. The meeting was attended by around 25 members of the public and feedback on the proposed parking amendments included comments by four speakers. The City also provided public notice, via newspaper notice² and email notice in advance of both the Planning Commission hearing (held on September 17, 2020) and the City Council

² The proposed amendment was noticed via a newspaper notice on September 1, 2020, prior to Planning Commission hearing, and on September 29, 2020, prior to the City Council's hearing.

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hearing (held on October 13, 2020). In addition, as part of both hearing processes, the proposed amendment text was made available to the Planning Commission's mailing list and the City Council's agenda packet distribution list prior to its consideration in a hearing, and the text was also available for public inspection at the City Planning Department and on the City's website in advance of the hearings. The proposed amendment was subsequently received by Commission staff on December 29, 2020 and was filed as complete on March 29, 2021. Therefore, the 21-day noticing requirement has been satisfied, and the proposed amendment meets the third and final de minimis LCP amendment criterion.

California Environmental Quality Act (CEQA)

CEQA Section 21080.5(d)(2)(A) prohibits a proposed LCP or LCP amendment from being approved if there are feasible alternatives and/or feasible mitigation measures available that would substantially lessen any significant adverse effect that the LCP or LCP amendment may have on the environment. Although local governments are not required to satisfy CEQA in terms of local preparation and adoption of LCPs and LCP amendments, many local governments use the CEQA process to develop information about proposed LCPs and LCP amendments, including to help facilitate Coastal Act review. In this case, the City determined that the proposed code amendments were addressed by the Environmental Impact Report for the City's General Plan update, which was approved by the City Council in April 2012.

The Coastal Commission is not exempt from satisfying CEQA requirements with respect to LCPs and LCP amendments, but the Commission's LCP/LCP amendment review, approval, and certification process has been certified by the Secretary of the Natural Resources Agency as being the functional equivalent of the environmental review required by CEQA (CCR Section 15251(f)). Accordingly, in fulfilling that review, this report has discussed the relevant coastal resource issues with the proposal, and has concluded that approval of the proposed amendment is not expected to result in any significant environmental effects, including as those terms are understood in CEQA. Accordingly, it is unnecessary for the Commission to suggest modifications (including through alternatives and/or mitigation measures) as there are no significant adverse environmental effects that approval of the proposed amendment would necessitate. Thus, the proposed amendment will not result in any significant adverse environmental effects for which feasible mitigation measures have not been employed, consistent with CEQA Section 21080.5(d)(2)(A).

Coastal Commission Concurrence

The Executive Director will report this de minimis LCP amendment determination, and any comments received on it, to the Coastal Commission at its June 9, 2021 virtual meeting. If you have any questions or need additional information regarding the proposed amendment or the method under which it is being processed, please contact Ryan Moroney at the Coastal Commission's Central Coast District Office by email at Ryan.Moroney@coastal.ca.gov. If you wish to comment on the proposed amendment and/or object to the proposed de minimis LCP amendment determination, please do so

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via regular mail (directed to the Central Coast District Office) or email (by emailing centralcoast@coastal.ca.gov) by 5:00 p.m. on June 4, 2021.

Procedural Note - LCP Amendment Action Deadline

This proposed LCP amendment was filed as complete on March 29, 2021. The proposed amendment affects the LCP's IP only, and the 60-working-day deadline for the Commission to take action on it is June 23, 2021. Thus, unless the Commission extends the action deadline (it may be extended by up to one year by the Commission per the Coastal Act), the Commission has until June 23, 2021 to take a final action on this LCP amendment.

Exhibits

Exhibit 1: Proposed IP Amendment in strikethrough/underline.

15.20.050 LOCATION.

- a) No driveway shall be so located as to create a hazard to pedestrians or motorists, or invite or compel illegal or unsafe traffic movements.
- (b) Unless otherwise approved by the director of public works, all driveways, including the wings or returns, shall be confined within lines perpendicular to the curbline and extend to the property lines.
- (c) No driveway shall be constructed in such manner as to be a hazard to any existing street lighting standard, utility pole, traffic regulating device, or fire hydrant. The cost of relocating any such street structure set forth above, when necessary to do so, shall be performed only through the person holding authority for the particular structure involved and at the expense of the person requesting the change.
- (d) Every driveway must provide access to something definite on private property, requiring the entrance of vehicles, except as provided in ~~Section 24.08.2300 of this code~~ or as otherwise specifically provided elsewhere in this code.
- ~~(e) No construction, alteration or repair shall be permitted for any driveway which can be used only as a parking space or which provides access only to the area between the street roadway and private property, except as provided in Section 24.08.2300 of this code or as otherwise specifically provided elsewhere in this code.~~
- (fe) No driveway shall be constructed to any lot, the building or improvements of which are so constructed as to prevent the passage of vehicles from such driveway to such lot.

Part 23: ~~CONDITIONAL DRIVEWAY PERMIT~~

24.08.2300 PURPOSE.

~~The purpose of this permit is to regulate the installation of driveways which do not provide access to a permanent covered parking structure (garage or carport) or required parking on lots developed with existing residences. For the purposes of this title, the "driveway," as defined pursuant to Section 24.22.290, shall be necessary to provide a private parking area for residential lots which are developed in such a way as to reasonably prevent the construction of a permanent covered parking structure in conjunction with the new driveway, or by reason of unusual or special circumstances related to the property.~~

24.08.2310 GENERAL PROVISIONS.

~~A conditional driveway permit may be granted by the zoning administrator at a public hearing, subject to conditions, including but not limited to the provisions contained in this section. The driveway shall be:~~

- ~~1. At least twenty feet in depth, the measurement being made at the back of the sidewalk located behind the driveway approach;~~
- ~~2. Sized to provide not more than one parking space for lots less than fifty feet in width or two parking spaces for lots fifty feet or greater;~~

~~3. At least four feet or the minimum side yard width required for the zoning district, whichever is greater, from any adjacent side or rear property line of an abutting lot and offset from the center of the lot's street frontage along which it is located;~~

~~4. Designed to blend in with existing landscaping and minimize impervious surfaces when located within the required front or exterior side yard setback; and~~

~~5. Designed to incorporate landscape screening where feasible and appropriate without creating a safety hazard.~~

24.08.2320 FINDINGS REQUIRED.

A conditional driveway permit shall be granted when the following findings can be made:

~~1. The issuance of such a permit is reasonably necessary for the preservation of valuable property rights or full use and enjoyment of the property;~~

~~2. The driveway will not create a safety hazard for pedestrians or vehicular traffic;~~

~~3. The appearance of the driveway is compatible with the design and appearance of the existing residence and site plan, including existing landscaping, trees, natural land forms, and other features of the site;~~

~~4. The driveway is a planned site feature which avoids dominating the site or overwhelming adjacent properties and structures; and~~

~~5. The driveway will be constructed using four inches of concrete or other material approved by the zoning administrator or planning commission.~~

Conditional Driveway Permits are triggered only when a proposed driveway does not lead to a garage or carport. By removing the requirement for covered parking on single-family parcels, the proposed amendments make this permit obsolete, and it is therefore proposed to be deleted, and references to it deleted from Chapter 15.20. The preceding standards applied to a very small number of sites in the City – fewer than 5 Conditional Driveway Permits have been processed in the past 10 years.

Part 3: OFF-STREET PARKING AND LOADING FACILITIES*

24.12.200 PURPOSE.

The purpose of the regulations contained herein is to reduce street congestion and traffic hazards and to add to the safety and convenience of citizens, by providing adequate, attractively designed, and functional facilities for off-street parking and loading as an integral part of every use of land in the city. A further purpose is to promote sustainable and alternative transportation practices and transportation/parking management. This section of the zoning ordinance is also part of the Local Coastal Implementation Plan.

24.12.210 GENERAL PROVISIONS.

At the time any building or structure is constructed, erected or modified, or a use established, there shall be provided on the same site, for the use of the occupants, guests, clients, customers or visitors thereof, off-street parking spaces for vehicles in accordance with the requirements herein. Alternatives in lieu of or in addition to parking may be required.

24.12.220 EXCEPTIONS.

Off-street parking and loading requirements set forth in this part shall not apply to agricultural uses.

24.12.230 GENERAL REQUIREMENTS.

A design permit is required for a new facility or an existing facility proposed for modification, containing five or more spaces.

24.12.240 NUMBER OF PARKING SPACES REQUIRED.

1. Where the computation of required parking spaces produces a fractional result, fractions of one-half or greater shall require one full parking space.

	Use	Spaces Required
a.	Automobile or machinery sales and service garages	1 for each 400 square feet floor area
b.	Banks without automatic teller machines	1 for each 400 square feet floor area
c.	Banks with automatic teller machines	1 for each 400 square feet floor area; plus 1.5 for each machine
d.	Business and professional offices, excluding medical and dental offices	1 for each 300 square feet floor area
e.	Billiard parlors	1.5 for each table
f.	Boarding homes for the aged	1 for each 5 beds, plus 1 for each employee
g.	<u>Community Care residential facilities, including, but not limited to: assisted living facilities, children’s homes, congregate care homes, nursing homes, residential treatment facilities</u> Children’s homes	<u>1 for every 5 guests, plus 1 for each employee on the shift with the maximum number of personnel</u> 1 for each 5 beds, plus 1 for each employee
h.	Houses of worship	1 for each 3.5 seats in the sanctuary
i.	Dancehalls and assembly halls without fixed seats, exhibition halls, except church assembly rooms in conjunction with auditoriums	1 for each 3 persons of design occupancy load
j.	Family daycare and foster family homes	1 for every 5 guests, plus 1 for the resident owner or manager
k.	Funeral homes, mortuaries	1 for each 5 seats of the aggregate number of seats provided in all assembly rooms
l.	Furniture and appliance stores, household equipment	1 for each 800 square feet of sales floor area
m.	Community care residential facilities	1 for each 5 guests, plus 1 for the manager, plus 1 for each employee on the shift with the maximum number of

Attachment 2 – Proposed Parking Ordinance Amendments Strikeout-Underline

	Use	Spaces Required
		personnel
am.	Hospitals	1 for each bed, plus 1 for each employee on the shift with the maximum number of personnel
en.	Hotels, motels	1 for each unit intended for separate occupancy, plus 1 for the resident owner or manager
p.	Institutions for the aged	1 for every 5 guests, plus 1 for each employee on the shift with the maximum number of personnel
po.	Manufacturing plants, bottling plants, processing plants, packaging plants, furniture repair	1 for each 500 square feet of floor area
pd.	Medical and dental clinics and offices	1 for each 200 square feet of floor area
sq.	Medical (or convalescent) hospitals	1 for each 5 beds, plus 1 for each employee on the shift with the maximum number of personnel
t.	Nursing homes	1 for every 5 guests, plus 1 for the resident manager, plus 1 for each employee on the shift with the maximum number of personnel
ur.	Physical fitness facilities Multi program: Single program: • aerobics: • basketball; volleyball: • lap pool: • weightlifting:	1 space for each 400-250 square feet of floor area 1 space for each 50 square feet of floor area 1 space for each 3 persons of occupancy 2 spaces per lane plus 1 space for each 300 square feet of non-pool floor area 1 space for each 250 feet of floor area
	Physical fitness facilities with more than 15,000 square feet of floor area shall provide an additional 10 percent of the total number of required parking spaces	
vs.	Physical therapy	1 space per 200 square feet of floor area. In addition, 1 space per 50 square feet of pool (water) area

wt.	Residential Uses					
	Type	Efficiency	Number of Bedrooms			
1			2+	3	4 or more	
	Single-family (including townhouses)	1.0	1.0	2.0	2.0	3 + 1 for ea. addl. Bedroom
	Single-family (including townhouses), Houseboat, duplex, triplex, multiple mobilehomes, Community housing projects, other multi-family dwelling units	1.0	1.5 <u>1.0</u>	2.0	2.0	3 + 0.5 for ea. addl. bedroom
	Community housing projects, townhouses,		In addition to meeting above residential			

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<u>and multi-family projects of 5 units or more</u>		<u>parking requirements, 1 additional parking space for each 4 dwelling units</u> guest parking spaces shall be provided at a rate 10% of the above standards. Fractional spaces will be rounded up to the next whole number.
Lodging, rooming houses and bed-and-breakfast inns		2 spaces, plus 1 for each bedroom <u>that is rented</u>
Residence halls, dormitories		0.75 space for each guest or occupant
Senior housing development		1 for each 3 dwelling units or rooms intended for separate occupancy, plus an area of land equal to the required off-street parking for apartments multi-family units, not including required open space, which could be converted to parking should the retirement center change to a multifamily residential use
Small ownership unit (SOU)		1 space for each dwelling unit
Single-room occupancy dwelling unit, less than 300 square feet		0.75 for each dwelling unit
Single-room occupancy dwelling unit, 300 square feet or more		1 for each dwelling unit
Accessory dwelling unit	<i>The ADU parking standard was removed by the City last year and will be codified pending certification by the California Coastal Commission.</i>	1 parking space, covered or uncovered, shall be provided on site for any accessory dwelling unit, with an additional space provided for each bedroom after the first. These requirements are in addition to the required parking for the primary residence.
Community housing projects		In addition to meeting above residential parking requirements, 1 additional parking space for each 4 dwelling units shall be provided

	Use	Spaces Required
xu.	Restaurants and other establishments selling food and beverages on the premises (including bars and nightclubs without live entertainment)	1 for each 120 square feet of floor area
yv.	Restaurants with counter and/or take-out service or drive-in facilities	1 for each 120 square feet of floor area, plus 1 for each 50 square feet of floor area devoted to counter/take-out service
zw.	Research and development facilities	1 for each 325 square feet of floor area, or 1 for every 2 employees (maximum shift), whichever is greater
aa.	Retail stores, shops, service establishments, including shopping centers other than furniture and appliance stores	1 for each 250 square feet of floor area
aby.	Schools: • Elementary and junior high • High schools	1 for each employee 1 for each employee, plus 1 for each 10 students
aez.	Colleges (business, beauty, etc.) and universities	1 for each employee, plus 1 for each 3 students
adaa.	Self-service laundry and dry cleaning establishments	1 for each 200 square feet of floor area

Attachment 2 – Proposed Parking Ordinance Amendments Strikeout-Underline

	Use	Spaces Required
aeab.	Service stations	3 for each lubrication or service bay, plus 1 for each employee on the day shift
afac.	Sports arenas, auditoriums, assembly halls, and meeting rooms	1 for each 3.5 seats of maximum seating capacity
agad.	Theaters	1 for each 3.5 seats for the first 350 seats; plus 1 for each 5 additional seats
ae.	<u>Tutoring facilities</u>	<u>1 for each 250 square feet floor area</u>
ahaf.	Wholesale establishments, warehouses, service and maintenance center, communications equipment buildings	1 for each 1,000 square feet of floor area
aiag.	Recycling collection facilities • Independent • In conjunction with other uses that provide required parking	2 spaces 0 spaces
ajah.	Unspecified uses of buildings, structures, or premises	Where the parking requirement for a particular use is not specifically established in this section, the parking requirements for each use shall be determined by the zoning administrator, and such determination shall be based upon the requirements for similar uses. Public uses not specifically established in this section shall meet the parking requirement as established by the planning commission. The planning commission shall take into account the proposed use and parking availability in the vicinity of the use.
ai.	<u>Uses in Parking District No. 1 (Downtown)</u>	<u>Parking shall be provided in conformance with the resolution of the City Council for this district in effect at the time of submittal of a complete application.</u>

~~2. Covered Parking. At least one of the required parking spaces for each dwelling unit shall be covered within a carport or a garage unless otherwise specified within this title. Each standard size parking space required to be located in a garage or carport for a residential unit shall be not less than nineteen feet in length by eight and one-half feet in width. The following exceptions apply to the covered parking requirement:~~

~~a. Mixed use projects are not required to provide covered parking if the project is one contiguous parcel or vertical development.~~

~~b. Duplex, triplex, or multiple dwellings, townhouse dwellings, residential condominiums, SRO, or SOU projects are not required to provide covered parking. All standard sized parking for each dwelling unit shall be as required in subsection (1).~~

All residential development has the option of including covered or enclosed parking, consistent with other zoning standards. No covered or enclosed parking is required for any residential or mixed use housing unit.

3. The following exceptions may be granted for specific types of residential projects:
 - a. Exceptions to parking requirements may be granted to publicly subsidized housing units, affordable housing projects, and projects for special needs or senior tenants where such requirements are in conflict with state or federal regulations or funding policies.
 - b. SRO parking requirements may be reduced by one-quarter space for each dwelling unit if the project is either located:
 - (1) Within one-quarter mile or one thousand three hundred twenty feet of an alternative parking facility and spaces are available and can be committed to residents; or
 - (2) Within one-quarter mile or one thousand three hundred twenty feet of access to public transportation such as a bus stop.
 - ~~c. Parking requirements may be further reduced by one-quarter space per unit if the project allows only senior residents.~~

A parking reduction for senior units is included in the table above, so this text is proposed for deletion.

 - d. Parking requirements for mixed use developments in the I-G District, as permitted under Section 24.10.1510(2)(k)(3), may be reduced by a maximum of four-tenths space for each dwelling unit as a part of an on-site shared parking plan.
 - e. In addition to the allowances afforded through accessory dwelling unit regulations in Part 2 of Chapter 24.16, eExisting covered parking may be converted into additional units if all the requirements for the underlying zoning district can be met and replacement parking can be provided that meets the other parking requirements herein.
4. No more than forty percent of the front setback of a residential property shall be utilized or developed for parking. No more than fifty percent of the front setback of a residential property may be paved or covered with any impervious surface.

24.12.241 ELECTRIC VEHICLE CHARGING STATION REQUIREMENTS.

1. Definitions.
 - a. “Electric vehicle” means a vehicle that operates, either partially or exclusively, on electrical energy from the electrical grid, or an off-grid source, that is stored on board for motive purposes.
 - b. Electric Vehicle Supply Equipment (EVSE) Installed. “EVSE installed” shall mean an installed Level 2 or higher EVSE, as defined by the California Green Building Standards Code (CAL Green) of California Building Standards regulations, et seq.
2. Required Spaces Are Rounded. When determination of the number of required electric vehicle parking stalls by this title results in a requirement of a fractional space, any fraction of less than one-half may be disregarded, while a fraction of one-half or more shall be counted as one parking space.

3. Electric Vehicle Charging Stations.

a. Electric Vehicle (EV) Charging for Multifamily Residential Structures. New multifamily dwellings on a single site with five or more units shall provide twelve percent of total parking, but no fewer than one, as electric vehicle parking space with EVSE installed. Multifamily projects requiring an EV van accessible parking space shall receive a credit of one parking space.

b. Electric Vehicle (EV) Charging for Nonresidential Structures. New nonresidential structures shall provide parking spaces with EVSE installed in accordance with the following table:

Total Number of Actual Parking Spaces	Total Number of Actual or Required EVSE Spaces, Whichever Is Greater
0 – 9	0
10 – 25	1
26 – 50	2
51 – 75	4
76 – 100	5
101 – 150	7
151 – 200	10
201 and over	6 percent of total

24.12.250 BIKE PARKING REQUIREMENTS.

1. Bicycle parking facilities shall be provided for any new building, addition or enlargement of an existing building, or for any change in the occupancy, except when the project property is located within the Parking District Number 1.

2. Bike Spaces and Type Required. Bicycle parking facilities' quantity and type shall be provided in accordance with the following schedule, with fractional quantity requirements for bike parking over one-half to be rounded up. Each bicycle parking space shall be no less than six feet long by two feet wide and shall have a bicycle rack system in compliance with the bike rack classifications listed in subsection (3). Fractional amounts of the type of parking facilities may be shifted as desired:

		Number of Bicycle Parking Spaces Required	Classification
a.	Commercial, industrial, office, retail, service Number of auto parking spaces	2 + 15% of auto parking requirement	20% Class 1 80% Class 2
b.	Multifamily	1 space per unit	100% Class 1 garages or

		Number of Bicycle Parking Spaces Required	Classification
	residential (3 or more units)		secure accessible indoor areas count One space per four units Class 2
c.	Public or commercial recreation (See Land Use Code 7XX)	35% of auto parking	10% Class 1 90% Class 2
d.	Schools	1 space per 3 students	100% Class 2 secured, covered
e.	Park-and-ride lots and transit centers	35% of auto parking	80% Class 1 20% Class 2
f.	Lodging	1 space per 5 units	10% Class 1 90% Class 2

3. Classification of Facilities.

- a. "Class 1 bicycle facility" means a locker, individually locked enclosure or supervised area within a building providing protection for each bicycle therein from theft, vandalism and weather.
- b. "Class 2 bicycle facility" means a stand or other device constructed so as to enable the user to secure by locking the frame and one wheel of each bicycle parked therein. Racks must be easily usable with both U-locks and cable locks. Racks should support the bikes in a stable upright position so that a bike, if bumped, will not fall or roll down. Racks that support a bike primarily by a wheel, such as standard "wire racks," are damaging to wheels and thus are not acceptable. (See Bikes are Good Business design guidelines.)

4. Location and Design of Facilities.

- a. Bicycle parking should be located in close proximity to the building's entrance and clustered in lots not to exceed sixteen spaces each.
- b. Bicycle parking facilities shall support bicycles in a stable position without damage to wheels, frame or other components.
- c. Bicycle parking facilities should be located in highly visible, well-lighted areas to minimize theft and vandalism.
- d. Bicycle parking facilities shall be securely anchored to the lot surface so they cannot be easily removed and shall be of sufficient strength to resist vandalism and theft.

e. Bicycle parking facilities shall not impede pedestrian or vehicular circulation, and should be harmonious with their environment both in color and design. Parking facilities should be incorporated whenever possible into building design or street furniture.

f. Racks must not be placed close enough to a wall or other obstruction so as to make use difficult. There must be sufficient space (at least twenty-four inches) beside each parked bike that allows access. This access may be shared by adjacent bicycles. An aisle or other space shall be provided to bicycles to enter and leave the facility. This aisle shall have a width of at least six feet to the front or rear of a bike parked in the facility.

g. Paving is not required, but the outside ground surface shall be finished or planted in a way that avoids mud and dust.

h. Bike parking facilities within auto parking areas shall be separated by a physical barrier to protect bicycles from damage by cars, such as curbs, wheel stops, poles or other similar features.

5. Variation to Requirements.

a. Substitution of Car Parking with Bike Parking. New and preexisting developments may ~~convert~~ reduce up to ten percent of their ~~auto spaces~~ parking requirement ~~to~~ with the provision of unrequired additional bike parking, as long as the spaces are conveniently located near the entrance. ~~Converted parking spaces~~ This parking reduction must yield at least six bike parking spaces per converted auto space.

b. Where the provision of bike parking is physically not feasible the requirements may be waived or reduced to a feasible level by the zoning administrator in accordance with city bike parking standards for existing buildings.

24.12.252 SHOWER FACILITY REQUIREMENTS.

1. Employee shower facilities in compliance with ADA standards shall be provided for any new commercial building constructed or for any addition to or enlargement of any existing building in compliance with the following table:

Use	Gross Floor Area of New Construction (Square Feet)	No. of Showers
Industrial, manufacturing, and medical, general business office or financial service	0 – 12,499	No requirement
	12,500 – 29,999	1
	30,000 – 49,999	2
	50,000 and up	4
Retail, eating and drinking and personal service	0 – 24,999	No requirement
	25,000 – 99,999	1
	100,000 and up	2

2. Shower facilities shall include at least one personal locker for every twenty employees. If only one shower is provided it must be designed as a unisex facility that is accessible to the handicapped.

3. As an alternative to including shower facilities within a building, a new business may submit a written agreement for employees to utilize existing shower facilities of a business within three hundred feet of the

project's property lines. This agreement must be signed by both parties involved, allow use of the facilities in perpetuity, establish allowable hours of use, include provisions for maintenance, and involve shared liability agreements.

24.12.260 RESERVED.

24.12.270 MISCELLANEOUS REQUIREMENTS.

1. **Parking Limit.** The city may establish a maximum parking limit where a development proposal exceeds city standards for the number of parking spaces.
2. **Compact Car Spaces.** Up to fifty percent of a parking requirement may be designed for compact or small cars. Compact car spaces shall be sixteen feet long by seven and one-half feet and shall be labeled for compact cars only.
3. **Accessible Facilities.** Requirements for accessible parking spaces shall apply to all parking facilities, whether required or provided voluntarily. This section is intended to enforce the accessible parking requirements of state law. ~~Accessible parking spaces shall be located as close as possible to the accessible entrance to the use. Parking space size shall be nine feet by nineteen feet, plus a five-foot loading/unloading area.~~ Parking facilities specifically designed, located, and reserved for vehicles licensed by the state for use by the disabled shall be provided in a manner consistent with the California Building Standards Codes and state law.
4. **Electric Vehicle Parking.** For the purposes of determining compliance with this section, a parking space served by electric vehicle supply equipment or a parking space designated as a future electric vehicle charging space shall count as one standard automobile parking space, and an accessible parking space with an access aisle served by electric vehicle supply equipment or an accessible parking space with an aisle designated as a future electric vehicle charging space shall count as two standard automobile parking spaces. Electric Vehicle parking facilities shall comply with all requirements of Section 24.12.241
5. **Cumulative Parking Requirements.** When two or more uses are located in the same building or parcel and share common parking facilities, the parking requirements shall be the sum of the separate requirements for each use, except as may be provided for in ~~this section~~ Section 24.12.290.

These regulations come from the CA Building Standards Codes and are enforced through the building plan check process.

24.12.280 DESIGN REQUIREMENTS.

1. ~~Development and Maintenance.~~ Driveway Design Standards.
 - a. Parking facilities hereafter established and which are located adjacent to a required front yard in an adjoining A- or R- District shall be provided with a ~~clear corner triangle or a clear vision area~~ and parking facilities which are located adjacent to two intersecting streets shall include a clear corner triangle, as defined in this title. ~~Within t~~ These areas, ~~no parking spaces shall be established and the areas shall be suitably and permanently landscaped~~ maintained in conformance with Section 13.30.110.

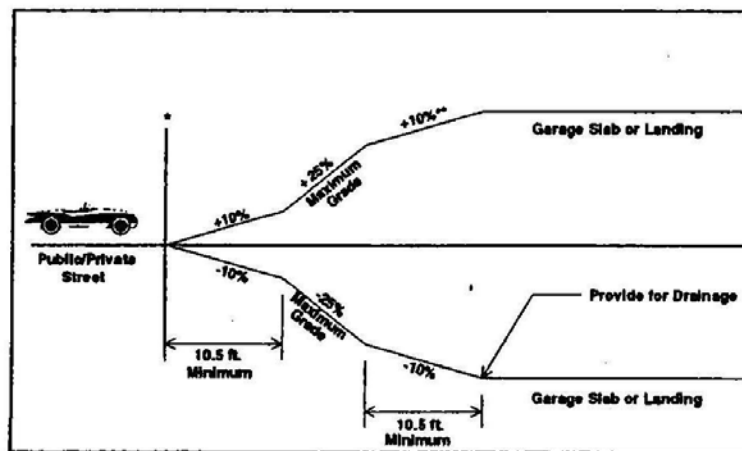
~~b. Each standard size parking space shall be not less than nineteen feet in length by eight and one half feet in width. Each compact parking space shall be not less than sixteen feet in length by seven and one half feet in width.~~

b. The total clear space to accommodate a vehicle in driveways and private parking areas used as private parking facilities for single-family residential uses shall not be smaller than the dimensions of required on-site parking spaces.

(1)c. Driveways shall be designed to conform with existing contours to the maximum extent feasible.

(2)d. Driveways shall enter public/private streets in such a manner as to maintain adequate line of sight in clear vision areas and clear corner triangles.

(3)e. Driveways shall have a maximum grade of twenty-five percent as illustrated in the following diagram:



* Back edge of standard city driveway.

** All percentages are measured from the edge of standard city driveway.

f. Driveways and approaches shall comply with the applicable standards set forth in Chapter 15.20 of the Santa Cruz Municipal Code.

The preceding section collects existing standards for driveways, and adds explicit standards for private parking facilities for single family homes.

2. Parking Facility Layout. The following diagrams, entitled 'Sample Parking Designs and Standards,' included at the end of this chapter, shall be used for dimensions in the development and arrangement of parking spaces and parking areas. Layout and traffic flow is illustrative only and these standards may be varied with supportive documentation of acceptable circulation by a CA licensed Civil Engineer.

ba. Each standard-size parking space shall be not less than nineteen feet in length by eight and one-half feet in width. Each compact parking space shall be not less than sixteen feet in length by seven and one-half feet in width.

3. Access to Spaces or Facilities.

a. ~~Where a parking facility does not abut a public or a private street, alley, or access easement, there shall be provided an access~~ Access driveways to parking facilities shall not be of not less than twenty feet in width; except as follows:

(1) ~~Driveways furnishing a~~ Access to parking facilities containing five or fewer parking spaces shall be not less than ten feet in width, except as provided in Section 24.12.280.1 for private facilities for single family homes.

(2) ~~Driveways furnishing a~~ Access to parking facilities containing between six and twenty parking spaces shall be not less than twelve feet in width.

~~(3)~~ Where separate one-way driveways drive aisles are proposed, each shall be not less than ten feet in width.

~~(4)~~ The zoning administrator shall determine the width of driveways serving parking facilities in the GB-O district based on the following findings:

~~(a)~~ ii. That the width is necessary to preserve the open-space character of the area;

~~(b)~~ ii. That the width contributes to the compatible use of open-space lands.

~~(5)~~ The Public Works Department, Planning and Community Development Department, and/or the Fire Department may approve designs that vary from the above standards based on the individual circumstances of a parcel or use.

~~Driveway Design Standards.~~

~~(1) Driveways shall be designed to conform with existing contours to the maximum extent feasible.~~

~~(2) Driveways shall enter public/private streets in such a manner as to maintain adequate line of sight.~~

~~(3) Driveways shall have a maximum grade of twenty five percent as illustrated in the following diagram:~~

~~* Back edge of standard city driveway.~~

~~** All percentages are measured from the edge of standard city driveway.~~

~~eb.~~ Backing Out.

(1) General. Driveways and aisles in a parking facility shall be designed so that vehicles do not back out into a street other than a residential alley.

(2) Exceptions. Parking facilities for single-family dwellings and duplexes not located on a highway or major or minor arterial, as shown on the General Plan Land Use Map, may provide for backing into the street. Parking facilities for three-family dwelling or triplex or four-family dwelling or fourplex may be designed to back out onto a street only if the street is not an arterial or collector street.

(3) Dimensions. Public and private parking facilities shall provide at least 24 feet of clear area behind parking spaces for backing-out and turning movements when 90-degree parking spaces are used, at least 15 feet when 45-degree parking is used, and at least 18 feet when 60 degree parking is used. In unique situations, a CA licensed civil engineer may demonstrate with a turning diagram that this dimension can be reduced and still provide adequate on-site circulation for standard sized vehicles. Reductions in back-out area are subject to review and approval by the Planning Director or designee in consultation with the Director of Public Works or designee.

4. Tandem Spaces.

~~a. Single Family Dwelling. Required parking spaces may be provided in a tandem arrangement no more than two spaces deep.~~

~~ba. Two Family Dwelling or Duplex, Multiple Dwellings, Mixed Use Projects With Residential, Live Work. Required parking spaces for residential uses may be provided in a tandem arrangement no more than three parking spaces deep. No parking space may be in tandem with a parking space for a separate dwelling unit except as allowed for accessory dwelling units.~~

5. Border Barricades. Every parking facility containing angled or ninety-degree parking spaces adjacent to a street right-of-way shall, except at entrance and exit drives, be developed with a solid curb or barrier along such street right-of-way line; or shall be provided with a suitable concrete barrier at least six inches in height and located not less than two feet from such street right-of-way line. Such wall, fence, curb, or barrier shall be securely installed and maintained.

6. Surfacing. All off-street parking facilities shall be surfaced with a minimum of five inches of concrete, or one and one-half inches of asphalt overlying four inches of base rock; except:

a. Temporary off-street parking facilities, which may be surfaced by placement of a single bituminous surface treatment upon an aggregate base, which bituminous treatment and base shall be subject to the approval of the ~~D~~irector of ~~P~~ublic ~~W~~orks;

b. Driveways and parking pads for single-family residences may be surfaced with four inches of concrete or other approved material;

- c. Parking facilities approved by the zoning administrator or ~~zoning board~~Planning Commission for a different parking surface;
 - d. All off-street parking facilities shall be so graded and drained as to dispose of all surface water from within the area; in no case shall such drainage be allowed to cross sidewalks.
7. Marking. Parking spaces within a facility shall be clearly marked and delineated. For nonresidential uses, wheel stops or curbing may be required.
8. Lighting. Lighting shall be directed onto the subject property only, and shielded so that the light source is not visible from adjacent properties or streets.
9. Landscaping and Screening.
- a. General Requirements. Landscaping shall be provided in conjunction with the development or modification of any parking space or facility. Landscaping is employed to diminish the visibility and impact of parked cars by screening and visually separating them from surrounding uses and the street; to provide shade and relief from paved areas; to channel the flow of traffic and generally contribute to good site design.
 - (1) Every commercial parking facility abutting property either located in R- Districts or in residential uses shall be separated from such property or use by a permanently maintained evergreen hedge maintained in conformance with the standards set forth in Section 13.30.110 as applicable, view-obscuring wall or fence, raised planter, planted berm or the like. Such screening devices shall be of sufficient height to diminish the visibility and impact of parked cars and visually separate them from the adjacent residential zone or use. Screening devices may not exceed forty-two inches in height adjacent to any front or exterior side yard area.
 - (2) Except for parking facilities for single-family lot development, landscaped areas shall be separated from paved parking areas by a six-inch continuous concrete curbing ~~or an equivalent~~, or other permanent landscape feature including fencing, gravel, or rigid landscape edging. Parking facilities that incorporate landscaped storm water treatment or retention areas in conformance with adopted City best management practices for low impact development shall be exempt from this requirement adjacent to those areas used for treatment or retention.
 - b. Standards for Multifamily, Over Five Units, Commercial and Industrial Developments. Every parking facility shall include a minimum of ten percent of area devoted to parking in permanent landscaping. Landscaping shall be installed in areas used to channel the flow of traffic within parking rows, at the entry to aisles, and at other locations specified by the approving body. Required landscaping shall include appropriate vegetation including trees which shall be provided in sufficient size and quality to adequately screen and soften the effect of the parking area, within the first year.

24.12.290 VARIATIONS TO REQUIREMENTS.

The off-street parking requirements of this part may be satisfied or modified in ~~alternate~~the following ways:

~~1. Parking District Number 1. If the property being occupied or proposed to be occupied is in a ~~parking district~~Parking District Number 1 and requires a number of parking spaces greater than the existing use, that are not otherwise accommodated on the site, the Downtown Commission shall review the project and advise the decision making body ~~on the required findings~~as to whether the parking district is capable of providing adequate parking for the new use and existing uses in the vicinity. ~~and the decision-making body finds that the parking district is capable of providing adequate parking for the new use and existing uses in the vicinity and the district; the Downtown Commission shall advise the decision-making body on the required finding.~~~~

~~2. Off-Site Parking. Required parking spaces may be provided within three hundred feet of the principal entrance of a use. A permanent maintenance and management plan including signage at the parking facility and at the use indicating the useful functioning of such parking must be approved by the hearing body. No more than sixty percent of the required parking may be provided off-site.~~

~~3. Parking Plan. An approved specific plan or an approved parking management plan for a project within an R-T District may supersede those parking standards contained in this part, if the purpose of this part is met and the required number of spaces is met. A parking management plan must be found consistent with the following standards:~~

~~a. It must provide the same overall number of parking spaces as is required under Section 24.12.240 for the proposed use.~~

Rather than limiting the use of a parking plan or Transportation Demand Management (TDM) tools to the R-T district, the proposal creates a process for all development proposals to request variations from the design standards and number of spaces required via a Administrative Use Permit application reviewed by the Zoning Administrator.

~~2. Variations to Design Requirements. Outside of Parking District Number 1, a variation to the design standards may be approved by the Zoning Administrator as part of a an Administrative Use Permit to supersede the design requirements contained in this section if a finding can be made that the purpose of this section is met and the following standards are met, as applicable:~~

~~ba. Parking. It must be able to properly function, allowing for convenient maneuvering, and compatible relationship to adjacent uses.~~

~~eb. All parking stalls shall be marked.~~

~~ec. The parking arrangement shall not create safety problems for persons parking in or ~~walking~~ withintraversing the parking area.~~

~~ed. Any valet parking program must operate full-time during established business or operating hours (if applicable).~~

~~fe. Any off-site parking program, for any amount of the required number of parking spaces either:~~

~~(1) Is within a quarter-mile radius from the subject site; OR-~~

~~(2)g.—Any off-site parking program located beyond a quarter-mile radius from the subject site shall include~~ a permanent and effective means of transporting employees or patrons from the parking parcel(s) to the subject site.

f. Parking lifts or stacked parking shall demonstrate how individual users can effectively access vehicles.

43. Reductions to Number of Required Parking Spaces: Unless otherwise expressly stated in this section, the total number of required parking spaces may be reduced up to 35% (with fractional spaces to be rounded up to the next whole number) by the Zoning Administrator as part of an Administrative Use Permit. This may be done using one or more of the following strategies, or an approved equivalent, subject to any standards contained herein. The available reduction for each strategy shall be calculated in conformance with the City Parking Reduction Worksheet in effect at the time a complete application is submitted:

a. On-site Cooperative Parking Facilities. The parking requirements for two or more uses of the same or different types on the same or adjoining parcels may be reduced ~~by the Zoning Board as part of a special-use permit procedure~~ if it can be demonstrated that the nature of the uses of the facility will result in multipurpose trips being made to the site or trips being made to individual uses at different times of the day or week and/or if their hours of operation do not coincide. At the applicant's request, the Zoning Administrator may approve Aa reduction of greater than 35% may be allowed for cooperative parking facilities based on current and projected future uses sharing the parking facility.

b.5.— Off-site Shared Parking Facilities. Off-site parking facilities may be shared by two or more commercial uses if their entrances are located within ~~three-five~~ hundred feet of the parking facility and if their hours of operation do not coincide, provided they:

- (1) a.—Receive ~~special-administrative~~ use and design permits so that design criteria are met and conditions of use may be established along with periodic review;
- (2) b.—Submit a written document guaranteeing maintenance, hours of operation and specifying that the length of the agreement shall be as long as the use receiving this parking reduction is in operation;
- (3) c.—Submit a signage program to notify users at all location(s) of shared parking facilities;
- (4) d.—Demonstrate how the shared parking arrangement will fulfill the intent of this part.
- (5) e.—The use permit upon which the shared parking proposal depends shall terminate upon lapse of written agreement specified in subsection ~~(5b)(b2)~~ above unless otherwise modified by the Zoning ~~Board~~Administrator.

c. Non-automobile Use Programs. Aa reduction in parking requirements if developments include measures such as staggered work hours, provision of bus passes, provision of van/car pool programs or similar and provide enforceable permanent agreements to carry out the program. Said programs shall be implemented as long as the use receiving this parking reduction is in operation.

d. Additional Bike Parking. Reductions in required automobile parking based on voluntary installation of additional bike parking spaces shall be permitted as described in Section 24.12.250.5. This reduction strategy, in and of itself will not require an Administrative Use Permit.

e. Unbundled Parking. Residential development and the residential portion of mixed-use development may propose that parking be unbundled from the purchase or lease of an individual living unit where there is either an existing residential permit parking program, in conformance with Municipal Code Chapter 10.41 or other control limiting on-street parking on all roadways within a five hundred-foot minimum walking distance from the pedestrian entrances to the building or site.

ef. An analysis by a transportation engineer or other qualified specialist may be required by the decision-making body as a means to substantiate the requested parking reduction.

~~64.~~ Parking Requirements for Nonconforming Structures or Uses. In the case of structures in any district, which are reconstructed, enlarged, structurally altered, changed in occupancy to a more intensive use category, or otherwise increased in capacity, off-street parking shall be required only for that portion of structures or use constituting the increase in capacity; except that:

a. No additional parking need be provided for nonresidential uses, if the increased capacity results in an increase of four or fewer ~~required parking spaces requirements, and~~

b. No additional parking shall be required for residential uses if the increased capacity results in an increase of no more than one required parking space.

~~7. Reduction in Parking Requirements for Nonautomobile Use Programs. The Zoning Administrator or Zoning Board may allow up to a ten percent reduction in parking requirements for commercial or industrial developments if such developments include measures such as staggered work hours, provision of employee bus passes, provision of van/car pool programs or the like and provide enforceable permanent agreements to carry out the program.~~

The above standard was moved up to the section on Reductions to Required Spaces.

~~8. Parking Requirements on Lots of Less than Fifty Feet. The Zoning Administrator or Zoning Board may permit one required uncovered off-street parking space to be located in a required front yard of single lots less than fifty feet wide if it is determined that the proposal otherwise meets Section 24.08.440 pertaining to substandard residential lot development standards, is consistent with the existing pattern of the neighborhoods and, where landscaping is provided, to minimize visual impacts.~~

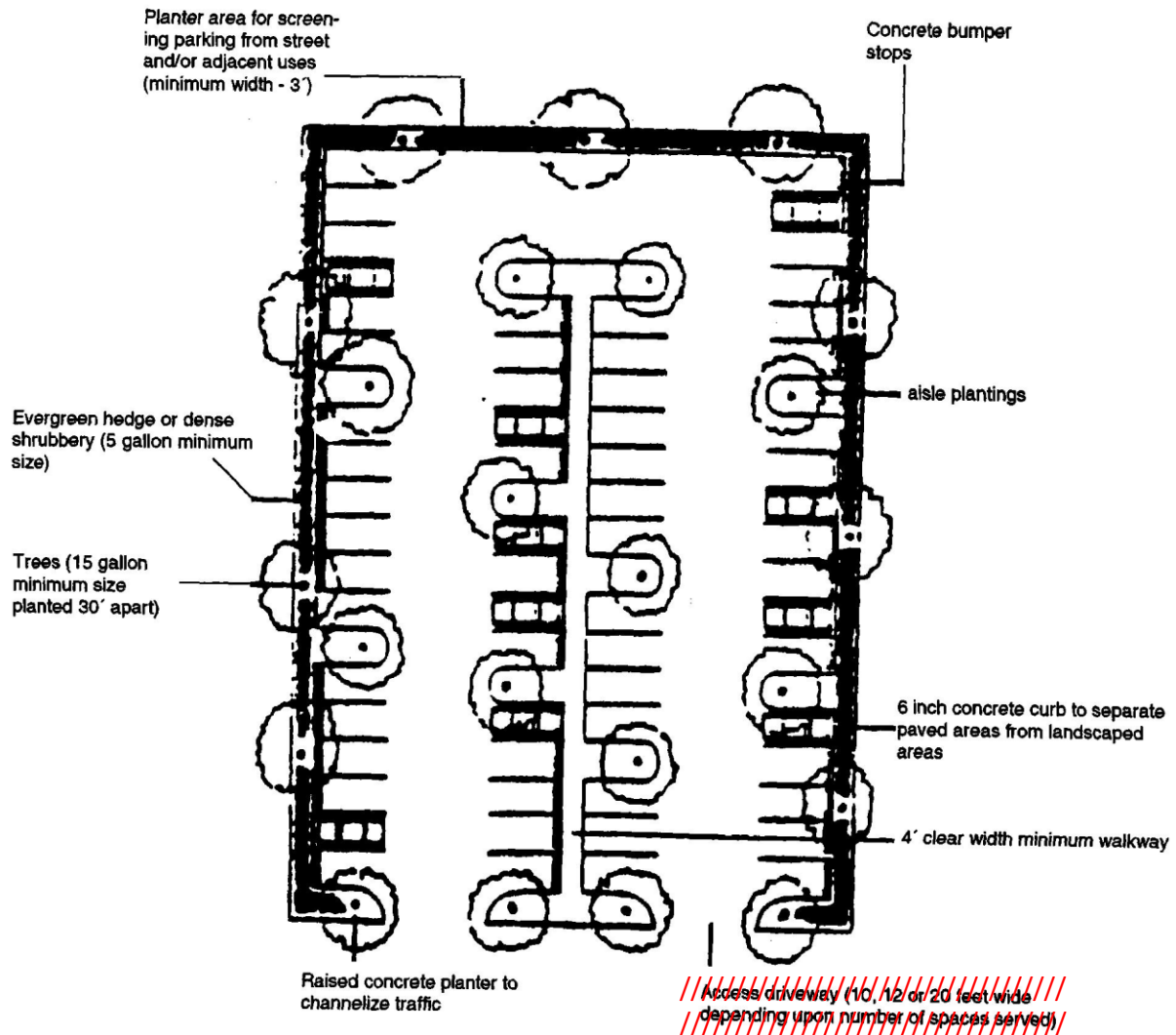
Parking is permitted in the front setback on all parcels; this standard is obsolete.

~~95. Reduction of Parking Requirements for Historic Building Survey Buildings and Landmarks, and on Lots with Contributing Buildings within an Historic District. The normal parking requirement for (a) use(s) in a building that is listed on the historic building survey, or a landmark, may be modified in order to maintain the value of the listing or designation in accord with Section 24.12.445. Prior to modifying the requirement, the approving body shall find that the modification is necessary in order to allow appropriate findings per Section 24.08.930, findings for historic alteration permit, and that such modification will not significantly adversely affect traffic and parking on adjacent and nearby streets and properties.~~

~~10. Reduction of Parking Requirements for Dwelling Units within the Downtown Recovery Plan Area of the Central Business District. (a) The parking requirement for multiple unit developments within the area subject to the Downtown Recovery Plan within the Central Business District (CBD), in addition to the one space required for a studio or one bedroom unit, shall be reduced to one and one-half spaces for each unit with two or more bedrooms; provided, that one enclosed, secured bicycle parking space is provided on site for each bedroom within the dwelling unit.~~

All requirements for parking in the Downtown Plan Area are governed by the Parking District Resolution; this standard is obsolete.

11. ~~Reduction of Parking Requirements for Lots with Historic Buildings Listed on the City Historic Building Survey and on Lots with Contributing Buildings within an Historic District. The parking requirements for such lots may be reduced in accord with Section 24.12.445.~~



This diagram appears at the end of Chapter 24.12. The lower right-most caption contains confusing and inaccurate details and is proposed for deletion. The remaining illustrations as well as the proposed text in Section 24.12.280.3(b) include correct information making this notation unnecessary.