

CITY OF RANCHO CORDOVA



CITY COUNCIL MEETING

Tuesday, August 24, 2021

**5:30 PM – Special Meeting/Work Session
David B. Roberts Council Chambers**

**City Hall
2729 Prospect Park Drive, Rancho Cordova**

In response to Governor’s Executive Order N-29-20 and the Resolution Declaring the Existence of a Local Emergency Relating to the COVID-19 Pandemic adopted by the City of Rancho Cordova, the City is following the state and local guidelines. This meeting will also be available to the public via video/teleconferencing.

Join the Meeting Via Zoom Link:

<https://cityofranhocordova.zoom.us/j/95065609569?pwd=WjN4N0RRQWNhZW5ORytTUnV2T01VQT09>

Join the Meeting via the Zoom Phone Number

Zoom Phone Number: US: +1 669 900 6833, +1 253 215 8782, 888 475 4499 (Toll Free)

Webinar ID: 950 6560 9569

Password: 367234

Instructions to Make Public Comment

Submitting Public Comment via Email

Members of the public who wish to provide public comment via email will need to submit comments to CityClerk@cityofranhocordova.org no later than 3:00 p.m. on Tuesday, August 24, 2021. All comments submitted later than 3:00 p.m. will be sent to the City Council for their review and may not be read during the meeting.

Listening to a Zoom Meeting by Zoom Video Conference

To make a public comment using the Zoom platform, please use the “raise hand” feature at the bottom center of the screen. Please make sure to enable audio controls once access has been given by the City Clerk’s office to speak. Please wait to be called upon by the City Clerk.

Listening to a Zoom Meeting by Phone Only

You can join a Zoom meeting via teleconferencing/audio conferencing using a cell phone or traditional landline phone. To request to make a public comment by phone press *9 to raise your hand. Please wait to be called upon by the City Clerk.

All public comments will be limited to three-minutes.

If you have questions related to the City Council Meeting or the use of Zoom, please contact the City Clerk's Office at (916) 851-8720 Tuesday, August 24, 2021 before 3:00 p.m.

AGENDA

1. SPECIAL MEETING - CALL TO ORDER/ROLL CALL

Council Members Budge, Pulipati, Sander, Terry, and Mayor Gatewood.

2. PUBLIC COMMENT

At a special meeting, citizens wishing to address the Council for any matter on the agenda may do so at the time the matter is discussed. Under the provisions of the California Government Code, the City Council is prohibited from discussing or taking action on any item not on the agenda.

3. SPECIAL MEETING

3.1. **Subject:** Discussion and Direction on Reinstating a Planning Commission.

Recommendation: Receive a report on Planning Commission qualifications, structure and selection process. Provide staff with any feedback or direction on the information presented.

3.2. **Subject:** Discussion and Direction on Commercial Real Estate Signs.

Recommendation: Receive a report on real estate professional outreach and suggested ordinance amendments related to Commercial Real Estate Signs.

3.3. **Subject:** Discussion and Direction on Parking Policy Updates and Electric Vehicle Charging Stations.

Recommendation: Receive presentation; provide feedback and direction.

4. ADJOURNMENT

ADDITIONAL INFORMATION

SPECIAL MEETINGS LISTED BELOW ARE SUBJECT TO CHANGE/CANCELLATION WITHOUT FURTHER NOTICE.

Public documents related to items on the open session portion of this agenda, which are distributed to the City Council less than 24 hours prior to the meeting, shall be available for public inspection at the time the documents are distributed to the Council. Documents are available for inspection at the City Clerk's office located in Rancho Cordova City Hall.

The agenda items are accessible on the City's website at www.cityofranhocordova.org on Fridays prior to the Special City Council Meeting.

UPCOMING MEETINGS

September 7, 2021	4:00 PM Special Meeting/Regular Meeting
September 20, 2021	5:30 PM Regular Meeting
September 28, 2021	5:30 PM Special Meeting/Work Session
October 4, 2021	4:00 PM Special Meeting/Regular Meeting
October 12, 2021	5:30 PM Special Meeting/Closed Session
October 18, 2021	5:30 PM Regular Meeting
October 26, 2021	5:30 PM Special Meeting/Closed Session
November 1, 2021	4:00 PM Special Meeting/Regular Meeting

If you have any technical questions related to the agenda items, please contact City Hall at (916) 851-8700.

In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's Office at (916) 851-8720 at least 24 hours prior to the meeting.

CERTIFICATION OF POSTING OF AGENDA

I, Stacy Leitner, City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the August 24, 2021 Special Meeting of the Rancho Cordova City Council was posted and available for review on August 20, 2021 at City Hall of the City of Rancho Cordova, 2729 Prospect Park Drive, Rancho Cordova, California, 95670. The agenda is also available on the city website at www.cityofranhocordova.org.

Signed August 20, 2021 at Rancho Cordova, California.



Stacy Leitner, CMC
City Clerk

MEMORANDUM



ITEM 3.1.

DATE: August 24, 2021
TO: Honorable Mayor and Council Members
FROM: Darcy Goulart, Planning Manager
SUBJECT: DISCUSSION AND DIRECTION ON REINSTATING A PLANNING COMMISSION

RECOMMENDATION

Receive a report on Planning Commission qualifications, structure, and selection process.
Provide staff with any feedback or direction on the information presented.

RESULT OF RECOMMENDED ACTION

No action will be taken by City Council. Staff will present information related to Planning Commission qualifications, structure and selection and will ask for specific direction as needed.

BACKGROUND

On June 29th, staff's presentation on reinstating a Planning Commission focused on ideal functionality of a Planning Commission, with the main focus being on their Roles and Responsibilities. Staff presented what the City Council's roles and responsibilities currently are in comparison to what it would look like if a Planning Commission were reinstated. Below summarizes the Council's direction on the Approval Authority of both the Council and Planning Commission.

City Council Authority

- Hear and take final action on legislative actions:
 - General Plan/Specific Plan/Special Planning Area Adoptions or Amendments
 - Development Agreements or Amendments
 - Prezoning – purposes of annexing land
 - Zoning Code Amendments/Rezoning of property
- Hear appeals of the Planning Commission
- Final authority on all City initiated public projects (i.e., Youth Center, Civic Center, etc.)

Planning Commission Authority

- Hear and decide appeals of the Community Development Director (CDD) on determinations

or administrative permits

- Hear and decide on quasi-judicial actions:
 - Conditional use permits
 - Major design reviews (Residential – master homes and multifamily; Commercial – 5,000 sf; Industrial – 10,000 sf)
 - Tentative maps
 - Variances
- Exercise any other powers and duties as prescribed by State law, local ordinance or directed by the City Council.

Additionally, a possible implementation tool that was presented was a transition of authority and how it could be gradually shifted from the City Council to the Planning Commission after a few months of training. The Council was in favor of a transitioned approach, as well as holding joint City Council/Planning Commission Workshops as needed.

DISCUSSION

This next discussion on reinstating a Planning Commission will focus on qualifications, structure and selection process. The main focus will be qualification and structure, with some basic elements related to selection.

Structure

The discussion of structure will focus on two specific areas; the number of Planning Commissioners and the term of each member. The previous Planning Commission was made up of seven (7) members; five (5) appointed and two (2) At-large. The five appointed members resided within the City limits and the two At-large were from within the City's Planning boundary as shown on the General Plan land use map. To provide Council with a recommendation on this specific topic, staff looked at the composition of Planning Commissions in other jurisdictions.

- City of Folsom – seven (7) members: five (5) appointed, two (2) At-large
- City of Elk Grove – five (5) members: appointed
- City of Citrus Heights - seven (7) members: five (5) appointed, two (2) At-large
- City of Galt - five (5) members: appointed
- City of West Sacramento - seven (7) members: five (5) appointed, two (2) At-large
- City of Sacramento - 13 commissioners: appointed
- City of Roseville – seven (7) members: appointed
- County of Sacramento – five (5) members: appointed

Staff's research shows that jurisdictions take various approaches to how their Planning Commission is comprised. Similar to the city's previous Planning Commission, at least four other jurisdictions in the region utilize a seven-member Planning Commission. This type of structure can be beneficial depending upon the type of qualifications desired. In almost all

cases, the appointed members term coincides with the Council Member or Supervisor that appointed him or her. The At-large members are generally a two-year term. Staff would suggest that the term limits of any appointed member coincide with the Council Member's term. If At-large members are selected, the suggested term for these roles, is two years. Before providing a recommendation on the desired number of Commissioners, staff will go through suggested qualifications. The Council's desired qualifications may help determine the number of Commissioners.

Qualifications

The desired qualifications of a Planning Commissioner can vary depending on the ultimate number of members.

The first qualification to consider is residency. As stated above, the previous five appointed members were residents of the City, with the two At-large living within the planning boundary. It is common to require that all members of a Planning Commission reside within the jurisdiction's boundaries. If appointed by an established district boundary, the member must reside within that boundary. The City does not have district boundaries and therefore, staff would suggest that each Council Member appoint a Planning Commissioner. If the Council opts to go with a seven-member Commission (two At-large), staff would suggest that the two At-large members be selected by majority vote of the Council.

The second qualification to consider is if professional experience in a field closely related to development is desired. These fields could be a land use or environmental professional, surveyor/engineer, designer, architect, or any other skill set area that Council wishes to include. While this qualification can be beneficial to add to the overall makeup of the Commission, staff would advise against requiring every member to meet this qualification. Whether five or seven members is selected, requiring this qualification of every member might become difficult to fill each vacancy. An alternative to requiring professional experience, would be demonstrating an interest and desire in the planning and development of the City, as well as experience in community leadership roles, committee roles, engagement in the community or any other roles or interest that would be beneficial to the role as a Planning Commission. Members with a variety of professional experience and local interest provides a good breadth and depth to the Planning Commission.

Lastly, if there are any additional qualifications that are desired of a potential Planning Commissioner, staff would request that the Council provide that direction for inclusion in the overall qualifications.

Selection Process

The selection process will not be decided upon during the August 24, 2021 discussion. It is anticipated that staff will return for one last meeting where Council will approve the finalized details of reinstating a Planning Commission that have been discussed in various work

sessions. However, staff recommendation is that at a minimum the following procedures or items will be part of the overall selection process.

1. Application
2. Statement of Interest with a narrative of why the applicant would like to be a Planning Commissioner
3. Level of background check/clearance prior to selection

If there are additional steps that the Council would like to be included as part of the selection process, staff would request that the Council provide that direction.

RECOMMENDATIONS

The recommendations below from staff need Council direction. Staff will return at a later date for final Council action on these items, as well as roles and responsibilities.

Structure

1. Should the Planning Commission be comprised of five appointed members (one by each Council Member) or seven members: five appointed (one by each Council member) and two At-large?
2. Does Council concur that the term of the Planning Commissioner shall follow that of the Council Member that appointed the Planning Commissioner and any At-large members will have a two-year term?

Qualifications

1. Do perspective Planning Commissioners need to reside within the City limits?
2. Should appointed and/or At-large members have specified professional experience?

FISCAL IMPACT AND FUNDING SOURCE

The Fiscal Impact is not known at this time, and it will be further analyzed when the Council finalizes the structure and responsibilities for the Planning Commission.

ATTACHMENT(S)

1. Presentation

Planning Commission Discussion and Direction

Darcy Goulart, Planning Manager
August 24, 2021



Tonight's Goal

- **Receive a report on Qualifications, Structure and Selection Process**
 - Provide specific direction on qualifications and structure

Recap of 6.29.21 Meeting

City Council Roles & Responsibilities

- Hear and take final action on legislative actions:
 - General Plan/Specific Plan/Special Planning Area Adoptions or Amendments
 - Development Agreements or Amendments
 - Rezoning – purposes of annexing land
 - Zoning Code Amendments/Rezoning of property
- Hear appeals of the Planning Commission
- Final authority on all City initiated public projects (i.e., Youth Center, Civic Center, etc.)

Planning Commission Roles & Responsibilities

- Hear and decide appeals of the Community Development Director (CDD) on determinations or Administrative permits
- Hear and decide on quasi-judicial actions:
 - Conditional use permits
 - Major design reviews
 - Residential – master homes and multifamily
 - Commercial – 5,000 sf
 - Industrial – 10,000 sf
 - Tentative maps
 - Variances
- Exercise any other powers and duties as prescribed by State law, local ordinance or directed by the City Council.

Structure

- Previous PC – 7 member
 - 5 appointed – resided within the City limits
 - 2 At-large – resided in Planning boundary

- Composition of surrounding jurisdictions PC
 - City of Folsom - 7 members: 5 appointed, 2 At-large
 - City of Elk Grove - 5 members: appointed
 - City of Citrus Heights - 7 members: 5 appointed, 2 At-large
 - City of Galt - 5 members: appointed
 - City of West Sacramento - 7 members: 5 appointed, 2 At-large
 - City of Sacramento - 13 commissioners: appointed
 - City of Roseville - 7 members: appointed
 - County of Sacramento - 5 members: appointed

Structure

- Term
 - Appointed - coincide with the Council Member's term
 - At-large – two-year term
- Initial start up phase will vary due to current Council Member terms

Qualifications

- Residency – common to require members to live within boundary of jurisdiction or district (if established).
- Staff would suggest:
 - Each Council Member appoint one member
 - At-large members – select by majority vote of Council

Qualifications

- Professional Experience – A Field Closely Related to Development
 - Land Use or Environmental Professional
 - Surveyor/Engineer
 - Designer
 - Architect
 - Any other skill set identified by Council
- Alternative to Professional Experience
 - Demonstrating an interest and desire in the planning and development of the City
 - Experience in community leadership roles, committee roles, engagement in the community or other to role of interest beneficial to the role as a Commissioner

Selection Process

- Minimum procedures or items of the overall process
 - Application
 - Statement of Interest – narrative of why the applicant would like to be a Commissioner
 - Level of background check/clearance prior to selection
- Any additional steps Council would like as part of the selection process?

Staff Recommendations

- *Structure*

1. Should the Planning Commission be comprised of five appointed members (one by each Council Member) or seven members: five appointed (one by each Council Member) and two At-large?
2. Does Council concur that the term of the Planning Commissioner shall follow that of the Council Member that appointed the Planning Commissioner, and any At-large members will have a 2-year term?

Qualifications

1. Do perspective Planning Commissioners need to reside within the City limits?
2. Should appointed and/or At-large members have specified professional experience?

Future Topics & Anticipated Timeline

- Estimated Timeline
 - August 24th – Tonight’s work session
 - September – Final action items for Council to consider and approve
 - October – Application process begins
 - November – Review of applications
 - December – Council selection of Planning Commission Members
 - January 2022 – Planning Commissioners sworn in and training begins
 - First Planning Commission meeting – April 2022

Questions?

MEMORANDUM



ITEM 3.2.

DATE: August 24, 2021
TO: Honorable Mayor and Council Members
FROM: Darcy Goulart, Planning Manager
Amanda Norton, Economic Development Manager
Russell Ducharme, Neighborhood Services Manager
SUBJECT: DISCUSSION AND DIRECTION ON COMMERCIAL REAL ESTATE SIGNS

RECOMMENDATION

Receive a report on real estate professional outreach and suggested ordinance amendments related to Commercial Real Estate Signs.

RESULT OF RECOMMENDED ACTION

No formal action is requested at this time. Staff is suggesting that Council receive an update on staff's Real Estate professional outreach and provide any additional direction on the suggested ordinance amendments related to commercial real estate signs.

BACKGROUND

During the City Council meeting on July 6, 2020 Council requested that staff reach out to the real estate professionals to discuss issues and possible solutions and bring back any proposed code amendments related to Commercial Real Estate signs for discussion.

DISCUSSION

Summary of Issues

The issues being brought to staff's attention are related to the duration that these signs are placed on a property. The City's Municipal Code currently does not regulate the duration that these signs can be placed upon a property and in some cases, it appears as though the signs are never removed once a space is leased or sold. The City's current regulations permit one on-site for sale or lease sign per property frontage, that is limited to 10 feet in height and 32 square feet. The sign must be set back at least three feet from the right-of-way and cannot obstruct the corner visibility requirements for driveways and intersections.

Real Estate Professional Outreach

Staff reached out to the commercial real estate community to gather feedback and understand the role that signage plays in the sale and leasing of properties and buildings in Rancho Cordova. Many of the individuals contacted did not know that the City had an existing ordinance that governed commercial real estate signage. The feedback and information gained from the email and phone conversations centered around common themes:

- The lead time from when a tenant provides notice to the property owner that they will be ending their lease, until the time that the tenant vacates the space, can be six to nine months. The real estate professional will need to start marketing the space once the notice has been received.
- In locations with multiple tenants, a sign may remain up for an extended period due to current and upcoming vacancies.
- Due to the lead time from sign companies, it may take between two weeks and thirty days to have a sign removed from a property that has been sold or fully leased.
- There are occasions when signage does get accidentally left behind and an effort will be made to check sign logs and inventory to remove all signs that are no longer needed.
- Tenants do find locations via online search engines, but the use of online tools varies based on industry. Much of the viable lead generation comes in from a potential business that is very interested in locating in Rancho Cordova and will drive their chosen area in order to seek out spaces that will meet their location needs.
- All agreed that signage should be in good repair.

Proposed Ordinance Amendments

To address the issue related to the length of time that these signs are displayed staff is suggesting adding language that the sign be removed 30 days after the unit, building, or property is sold or leased. The proposed language is shown below in bold text.

Not more than one on-site for sale sign and one for lease sign is permitted per property frontage and shall only be displayed for the period while the unit, building, or property is being marketed for sale or lease and ending thirty (30) days after it is sold or leased.

Staff is also proposing to amend the setback requirement from three (3) feet to five (5). This amendment would be consistent with the required minimum setback for other temporary signs addressed in Table 23.743-2 of the Rancho Cordova Municipal Code. The proposed amendment is reflected in Attachment 1 of this staff report.

In summary, through the outreach effort, staff has drafted suggested amendments to the existing sign ordinance that will help address the issues related to the duration of time that these signs are placed on property. If Council would like any additional amendments to the code, staff would request direction on preparing those additional changes.

FISCAL IMPACT AND FUNDING SOURCE

No fiscal impact.

ATTACHMENT(S)

1. DRAFT Real Estate Sign Ordinance Amendment
2. Current Ordinance Language
3. Presentation

23.743.085 Real estate sign standards.

This section describes the standards for on- and off-site limited term signs associated with real estate sales activities.

A. Allowed on-site real estate signs are exempt from permit, subject to the following limitations:

1. Not more than one on-site for sale sign and one for lease sign is permitted per property frontage, and shall only be displayed for the period while the unit, building, or property is being marketed for sale or lease and ending thirty (30) days after it is sold or leased.
2. The size of all on-site nonresidential real estate signs is limited to a maximum of 10 feet in height and an area of 32 square feet and shall be set back a minimum of three feet from the right-of-way (window signs are exempt from setback requirement) and shall not obstruct the corner visibility requirements of Improvement Standard 4-18, Visibility Restrictions at Driveways and Intersections.
3. The size of all residential real estate signs is limited to 10 square feet and must be set back a minimum of three feet and shall not obstruct the corner visibility requirements of Improvement Standard 4-18, Visibility Restrictions at Driveways and Intersections.

This section describes the standards for on- and off-site limited term signs associated with real estate sales activities.

A. Allowed on-site real estate signs are exempt from permit, subject to the following limitations:

1. Not more than one on-site for sale sign and one for lease sign is permitted per property frontage.
2. The size of all on-site nonresidential real estate signs is limited to a maximum of 10 feet in height and an area of 32 square feet and shall be set back a minimum of three feet from the right-of-way (window signs are exempt from setback requirement) and shall not obstruct the corner visibility requirements of Improvement Standard 4-18, Visibility Restrictions at Driveways and Intersections.
3. The size of all residential real estate signs is limited to 10 square feet and must be set back a minimum of three feet and shall not obstruct the corner visibility requirements of Improvement Standard 4-18, Visibility Restrictions at Driveways and Intersections.

Item 3.2

Commercial Real Estate Signs

August 24, 2021

MEETING GOALS

- Commercial Real Estate Signs
 - Current regulations
 - Real Estate Professional Outreach
 - Potential code amendments
 - Market Conditions
 - Enforcement

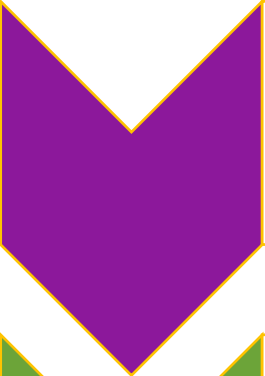
Background & Purpose

- Issues raised related to:
 1. Duration of signage
 2. Number of signs
- Council directed staff to reach out to Real Estate Professionals and propose amendments to existing ordinance if necessary.

Current Regulations

- Section 23.743.085 RCMC
 - One on-site for sale or lease per property frontage
 - 10 feet in height
 - 32 square feet
 - Setback 3 feet from ROW
 - Cannot obstruct visibility requirements for driveways and intersections.

Real Estate Professional Outreach

- 
- Email and phone conversations with real estate professionals representing the office, retail, and industrial markets

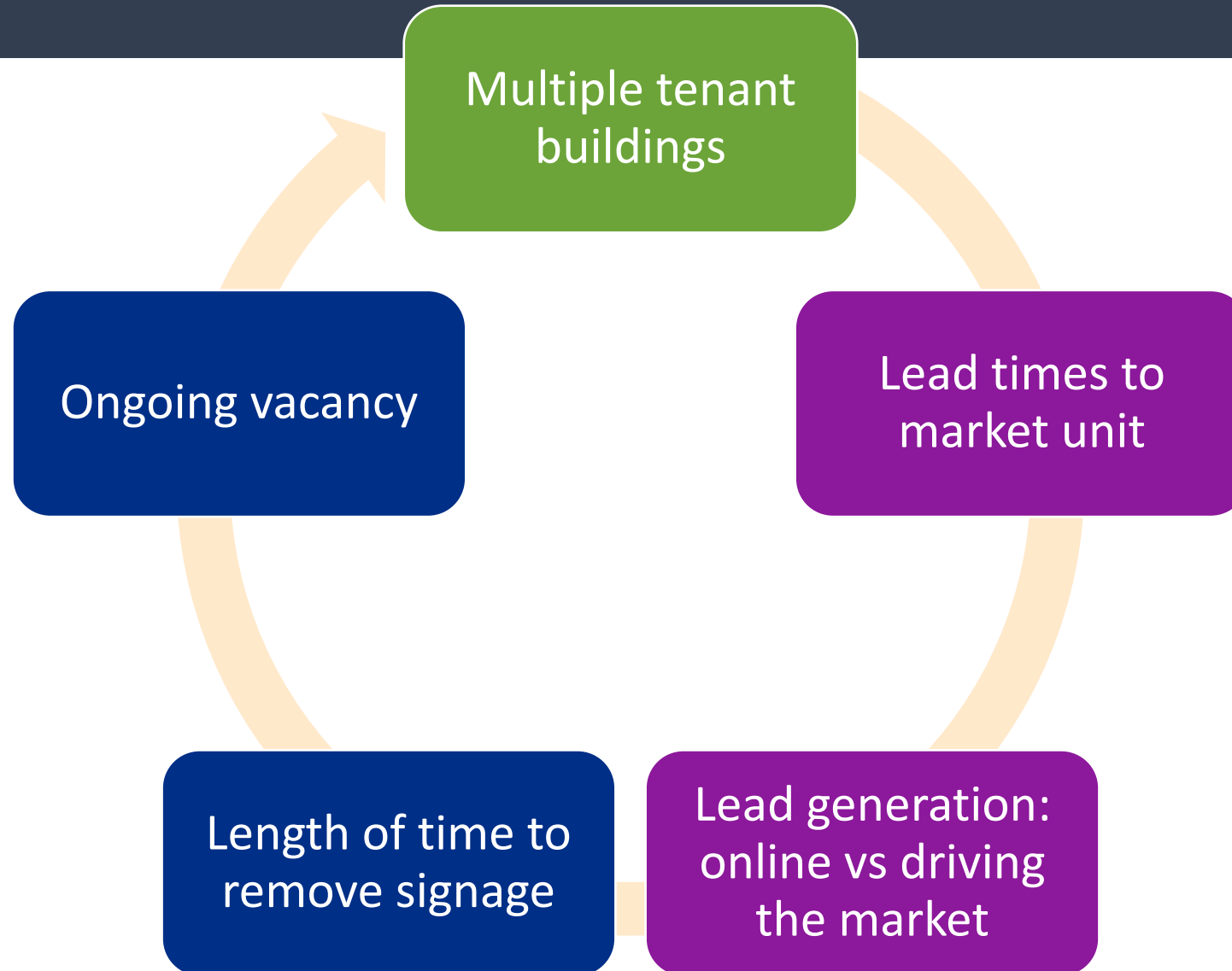
- 
- Educating the various professionals about existing ordinance
 - Sought understanding of signage and the impact on the industry

- 
- Discussed current concerns, solutions, and discussed proposed amendment

Potential Code Amendments

- Not more than one on-site for sale sign and one for lease sign is permitted per property frontage **and shall only be displayed for the period while the unit, building, or property is being marketed for sale or lease and ending thirty (30) days after it is sold or leased.**
- Change the setback from the ROW from three feet to five feet.

Market Conditions



Enforcement

- Current Enforcement Status
 - Small number of complaints received regarding real estate signs
- Impact of proposed ordinance amendments
 - Tracking challenges
- Ongoing collaboration and partnership with owners, brokers and agents
 - Conduct outreach and education

Recommendation

Staff is requesting Council feedback on the suggested ordinance amendments related to commercial real estate signs.

THANK YOU

QUESTIONS & DISCUSSION

MEMORANDUM



ITEM 3.3.

DATE: August 24, 2021

TO: Honorable Mayor and Council Members

FROM: Stefan Heisler, Housing Manager
Paul Junker, Interwest Consulting Group
Nick Pergakes, Interwest Consulting Group

SUBJECT: DISCUSSION AND DIRECTION ON PARKING POLICY UPDATES AND ELECTRIC VEHICLE CHARGING STATIONS

RECOMMENDATION

Receive presentation; provide feedback and direction.

RESULT OF RECOMMENDED ACTION

Staff will receive Council direction on parking and electric vehicle related policies and amendments and will return to Council for additional discussion on these topics and/or bring back Zoning Code amendments for adoption.

BACKGROUND AND ANALYSIS

In Fall 2020, the City of Rancho Cordova began updating the City's Zoning Code, working under an SB-2 grant from the State of California Department of Housing and Community Development. Staff and the City's consultant, Interwest Consulting Group, have completed a draft of the Zoning Code updates.

On June 29, 2021 City staff and Interwest presented a number of Zoning Code updates to the City Council for discussion and direction. Due to time constraints, changes to parking standards were not discussed. Additionally, Council members discussed alternatives for requiring electric vehicle charging stations. This presentation will seek Council comment and direction on these two remaining topics.

Below are discussions of major changes that staff will present to the Council for preliminary review. No action is requested of Council at this meeting, but Council comments and guidance will assist staff in finalizing draft amendments for formal Council consideration.

Parking Amendments

Parking constitutes one of the largest single uses of land in many cities and parking regulations have a significant effect on the form of communities. Excessive requirements for parking drive up the cost of development and reduce the amount of usable building space in projects. Lack of

adequate parking can impact residents and leave commercial development at a competitive disadvantage. Finding the right balance between supply and demand is key, and many cities are looking at ways to improve parking in their cities to increase economic activity, expand affordable housing options, and make their communities overall healthier and more livable.

To better inform parking standards for Rancho Cordova, research was conducted on parking policies and regulations being implemented in California. Additionally, stakeholder interviews with commercial and office real estate brokers to discuss their current parking needs, parking supply issues, and future trends based on their experiences in Rancho Cordova and other cities in the Sacramento region. Parking strategies evaluated in this process included:

- Charging for on-street parking in certain areas of the City
- Eliminating all minimum parking space requirements for off-street parking
- Reduce minimum parking space requirements for residential uses
- Reduce minimum parking space requirements for non-residential uses (commercial, office and industrial uses)
- Establish maximum parking space requirements for all uses Citywide
- Require a parking cash-out program for employers in the City
- Establish congestion pricing for parking
- Provide parking reductions for new development near transit or has rideshare access
- Use of in-lieu parking fees
- Unbundling of parking fees from rental leases
- Provide universal transit passes to employees in the City

While the above noted strategies have been implemented in California cities, the context of a city must be considered to determine whether a strategy is appropriate. Rancho Cordova is an evolving community, but is still best characterized as a suburban community. Based on staff's evaluation, the more aggressive programs described above are not yet appropriate in Rancho Cordova. As such, revisions to parking standards focus primarily on ensuring required parking standards are adequate, but not burdensome to future development projects.

Ensuring parking standards adequately serve residents and businesses in Rancho Cordova were seen as a priority when discussing changes to the Parking section of the Zoning Code. The following changes to Chapter 23.719 Parking and Loading were prepared:

- Reviewed and made relatively minor adjustments to parking standards for non-residential uses
- Reduced minimum parking for multi-family residential
- Revised parking requirements within the vicinity of a major transit stop. Recommend reducing parking by 25% within one-half mile or 50% within a quarter-mile of a major transit stop (currently a 10% reduction is allowed when within one-quarter mile of a major transit stop)
- Established a maximum percentage of required parking spaces citywide (150% of the minimum required). Uses in the downtown district were revised to a maximum of 125% of the minimum space required (currently 150% maximum is stated for the downtown area)
- Added a provision (Footnote 12) for Office, Business and Professional allowing up to 200% of minimum parking standard in recognition of intensive office uses that require high levels of parking.
- Added a provision (Footnote 14) for Manufacturing allowing up to 300% of minimum parking standard in recognition of the range in intensity from traditional manufacturing up to the more labor-intensive high-tech manufacturing.
- Modified parking standard for Personal Storage to require a base level of three spaces

plus one space per 100 storage units. Added Footnote 15 requiring loading spaces when storage units do not have direct access to internal drive aisles.

- Added new electric vehicle parking regulations referencing CalGreen Code requirements

Electric Vehicle Charging Stations

Staff has prepared a new Electric Vehicle Parking Spaces section (Section 23.719.160) that requires the provision of electric vehicle parking spaces. This draft section is based upon CALGreen Title 24, Part 11 (CALGreen). CALGreen requires at a minimum that electric vehicle (EV) Capable parking spaces be installed in new multi-family residential and non-residential projects and for non-residential additions greater than 1,000 square feet and alterations with a permit value greater than \$200,000. EV Capable requires adequate electrical panel capacity to accommodate vehicle charging stations and the installation of conduit from the panel to future charging stations. This is the minimum level of improvement under CALGreen. Similar to other building codes, the City may opt for a higher level of requirements that require creation of a greater percentage of EV Capable spaces.

For new multi-family projects, a minimum of 10 percent of parking spaces must be EV Capable. For new non-residential projects the required number of EV Capable spaces are as follows:

Total Number of Parking Spaces	Required EV Capable Parking Spaces
0 – 9	0
10 – 25	1
26 – 50	2
51 – 75	4
75 – 100	5
101 – 150	7
151 – 200	10
201	6% of Total

CALGreen does not require the installation of vehicle charging stations; requirements are limited to creating EV Capable spaces that allow the subsequent installation of charging stations.

In addition to referencing the requirements of CALGreen, proposed Section 23.719.160 establishes the following provisions for projects in Rancho Cordova:

- Compliance with EV parking space regulations included in review of Minor and Major Design Review applications.
- EV spaces can be provided in any designated parking space and such spaces shall be counted for purposes of providing the required number of parking spaces.
- The Community Development Director may exempt projects from EV space requirements, if it is determined providing such spaces is technically infeasible.

This proposed amendment to vehicle charging stations meets the State requirements, however Council may provide additional direction to go beyond these requirements.

FISCAL IMPACT

The planning effort for the Zoning Code Update is funded by the City's SB-2 grant. And therefore there is no direct fiscal impact to the City.

ATTACHMENT(S)

1. Chapter 23.719 Parking and Loading
2. Presentation

Chapter 23.719

PARKING AND LOADING

Sections:

- 23.719.010 Purpose.
- 23.719.020 Applicability.
- 23.719.030 Permit requirements.
- 23.719.040 Calculations.
- 23.719.050 Use and general requirements for parking lots.
- 23.719.060 Requirements for off-street parking spaces.
- 23.719.070 Vehicle parking requirements.
- 23.719.080 Reductions and exceptions to minimum parking requirements.
- 23.719.090 Design standards for surface parking lots.
- 23.719.100 Design standards for parking structures.
- 23.719.110 Bicycle parking requirements.
- 23.719.120 Design standards for bicycle parking facilities.
- 23.719.130 Standards for off-street parking for private residences.
- 23.719.140 Trip reduction requirements.
- 23.719.150 Off-street loading requirements.

23.719.160 Electric vehicle parking.**23.719.010 Purpose.**

This chapter establishes standards for the amount, location, and development of motor vehicle parking, bicycle parking, and on-site loading areas. The purpose of the standards is to provide for safe vehicular parking, circulation, and loading requirements supportive of a variety of uses in an increasingly pedestrian, bicycle-friendly, and transit-oriented community. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.010)].

23.719.020 Applicability.

Off-street parking and loading provisions of this chapter shall apply as follows:

A. New Development. For all buildings or structures erected and all uses of land established after the effective date of the ordinance codified in this title, parking for vehicles and bicycles and loading facilities shall be provided as required by this chapter.

B. Change in Use. When the use of any building, structure, or premises is changed, resulting in an increase of more than 10 percent in the required number of off-street parking spaces, additional off-street parking shall be provided consistent with Table 23.719-1 (Required Minimum Vehicle Ratios) and required bicycle parking, and the parking lot design shall comply with the requirements of this code.

C. Change of Occupancy. Where a new business license is required, additional parking spaces shall be provided if the new occupancy would result in an increase of more than 10 percent in the required number of off-street parking spaces. The director or his/her designee shall review the parking requirements of the proposed use and must approve the parking plan before a new business license is issued.

D. Modification to Existing Structures. Whenever an existing building or structure is modified such that it creates an increase of more than 10 percent in the number of off-street parking spaces required, additional off-street parking spaces shall be provided in accordance with the requirements of this chapter. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.020)].

23.719.030 Permit requirements.

New parking lots and modifications or expansions to existing parking lots require the following permits:

A. Building Permit. New parking lot design and modifications to existing parking lots in conjunction with a substantial change in use to an existing structure shall be reviewed in conjunction with the building permit and any other land use or development permit required for the project.

B. Zoning Certification. Modification or improvement to an existing parking lot that impacts the parking space layout, configuration, number of stalls, landscape planters, etc., shall require zoning certification as provided in Chapter 23.113 RCMC (Zoning Certification) to authorize the change as consistent with the zoning code.

C. Exempt Activities. Parking lot improvements listed below shall be considered minor in nature in that they do not alter the number or configuration of parking stalls. Such improvements shall be exempt from permit requirements.

1. Repairing any defects in the surface of the parking area, including holes and cracks.
2. Resurfacing, slurry coating, and restriping of a parking area with identical delineation of parking spaces.
3. Repairing or replacing in the same location damaged planters and curbs.
4. Working in landscape areas, including sprinkler line repair, replacement of landscape materials, or refurbishment. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.030)].

23.719.040 Calculations.

A. If the calculation for parking needs results in the requirement for a fraction of a parking space, the value shall be rounded to the nearest whole number as provided in RCMC 23.107.020 (Rules of interpretation).

B. Seating capacity shall be based upon the actual number of seats or one seat per 18 inches of bench or pew length and one seat per 24 inches of booth length for dining. For other areas where seating is not fixed, the seating capacity shall be determined as indicated by the Uniform Building Code. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.040)].

23.719.050 Use and general requirements for parking lots.

A. All vehicular parking areas shall be maintained by the owner of the property, ~~such as being~~ kept free of garbage and debris, and free of damage to asphalt, concrete surface, landscape areas, ~~and-or~~ curbing.

B. Required off-street parking spaces and parking areas shall be used only for parking operable vehicles of residents, employers, employees, customers, and visitors as appropriate to the allowed uses of the applicable zone.

C. Required off-street parking spaces shall not be used for the storage of vehicles or materials, or for the parking of trucks used in conducting business. Parking spaces not needed to meet minimum requirements may be used for alternative uses subject to the provisions of this title (e.g., temporary use permit, permanent or semi-permanent display of merchandise).

D. No sales, storage, repair work, dismantling, or servicing of any kind shall be permitted in parking spaces without necessary permits for such use.

E. All required off-street parking shall be kept clear of temporary or permanent obstructions.

F. Existing parking shall not be reduced below the requirements of this section.

G. Living, sleeping, or housekeeping in any vehicle, trailer, or vessel is prohibited.

H. For residential tenant and guest parking, the spaces must be marked ~~pursuant to~~ the required minimum standards for tenant and guest parking. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.060). Formerly 23.719.060].

23.719.060 Requirements for off-street parking spaces.

A. Required off-street parking spaces shall not be located within any required front yard or required street side yard setback of any parcel (see RCMC 23.719.130 (Standards for off-street parking for private residences) for additional allowances and requirements).

B. Parking may not occur within any required clear vision triangle area on a corner lot.

C. Parking spaces shall not preclude direct and free access to stairways, walkways, elevators, any pedestrian accessway, or fire safety equipment. Such access shall be a clear minimum width of 44 inches, no part of which shall be within a parking space. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.070). Formerly 23.719.070].

23.719.070 Vehicle parking requirements.

A. Minimum Requirements. Minimum vehicle and parking space requirements are listed in Table 23.719-1 (Required Minimum Vehicle Ratios). Where there is more than one parking ratio listed in the table, the greater of the two applies.

B. For the purpose of calculating parking ratios in all districts, the following types of parking are considered outdoor storage and are not considered parking:

1. Fleet vehicle parking.
2. Parking for vehicles that are for sale, lease, or rent.

C. Parking areas that exceed minimum vehicle parking requirements are subject to the following requirements:

1. All projects that exceed the minimum parking requirement by more than 125 percent shall demonstrate how the property can be developed in the future to utilize the additional parking areas for structures, landscaping, plazas, or other active use.

2. The number of vehicle spaces provided shall not exceed 150 percent of the minimum parking ratio.

32. In the downtown district, the number of vehicle parking spaces provided shall not exceed 125 ~~150~~ percent of the minimum parking ratio. Where no parking is required, the maximum parking allowance is two spaces.

D. Similar Use. For a use not listed in Table 23.719-1 (Required Minimum Vehicle Ratios), the required vehicle shall be the same as for the most similar use listed, as determined by the director.

E. Compact Car Spaces.

1. Up to 25 percent of the required number of parking spaces may be sized for compact cars.
2. Compact car parking spaces shall be at least eight feet in width and 16 feet in length, and shall be clearly marked "COMPACT CARS ONLY," "COMPACT," or "C."
3. Compact car spaces shall be distributed throughout the parking lot.
4. Where an entire section of the parking lot is restricted to compact parking with an angle of 90 degrees, the aisle width may be reduced from the standard 25 feet to 21 feet. Such compact sections should be located so as to minimize the distance from the parking lot section to the appropriate building or activity.

F. Disabled Parking. All off-street parking areas of multifamily, mixed use, and nonresidential properties must comply with the requirements of the Disabled Access Regulations, California Building Code, Title 24.

G. Tandem parking may be used in apartment and condominium developments.

H. Mechanical or automated parking may be used in apartment and condominium developments.

G. Exceptions. Exceptions to minimum parking space standards shall be permitted in accordance with RCMC 23.719.080 (Reductions and exceptions to minimum parking requirements).

Table 23.719-1: Required Minimum Vehicle Ratios

Land Use Category	Vehicle Parking Spaces
Residential Uses	
Adult Day Care Home	None beyond single-family
Caretaker Housing	1/bedroom
Dwelling, Multifamily	
Studio and one-bedroom units	1.5/unit 1/-unit
Two- and three-bedroom units	2/unit 2-per/unit
Four- or more bedroom units	2/unit 2-per/unit
+ Guest parking	0.6/unit 0.2/unit
Accessory Dwelling Unit ¹¹	1/unit
Junior Accessory Dwelling Unit	No minimum
Dwelling, Single-Family ^{1,2}	2/unit
Dwelling, Two-Family ^{1,2}	2/unit
Family Day Care Home, Large	1 additional
Family Day Care Home, Small	No minimum
Dormitories	1 space/3 occupants
Group Residential	None beyond single-family
Guest House	0 additional
Home Occupations ³	1 additional
Live-Work Facility	2/unit (plus 0.25/unit for guests)
Manufactured Home	2/unit
Mobile Home	2/unit
Mobile Home Park	2/unit
Residential Care Home	1 space per employee, plus 1 space/facility vehicle, plus 1 space/8 persons at facility capacity
Senior Independent Living Facility	0.5/unit (plus 0.1 per unit for guests)
Agriculture, Resource, and Open Space Uses	
Equestrian Facility	1/4 stables
Recreation, Education, and Public Assembly Uses	
Cemeteries, Mausoleums	1/4 seats ⁵
Clubs, Lodges, and Private Meeting Halls	1/3 seats ⁵

ITEM 3.3.

ATTACHMENT 1

Land Use Category	Vehicle Parking Spaces
Community Centers/Civic Uses	4/1,000 sf
Community Garden	1/5,000 sf lot area ⁴
Correctional Institution	Parking Study Required
Golf Courses ⁶	10/hole
Indoor Amusement/Entertainment Facility	4/1,000 sf
Indoor Fitness and Sports Facility	4/1,000 sf
Libraries and Museums	3/1,000 sf
Outdoor Commercial Recreation	2/1,000 sf ⁷ or 1/4 seats or person capacity, whichever is greater
Parks and Public Plazas (less than 10 acres)	No minimum
Parks (10 acres or larger)	5% of total site area ^{4,7}
Public Safety Facility	4/1,000 sf
Recreational Vehicle Parks	1.5/site
Religious Institutions	0.3/seat
Resource-Related Recreation	1/10,000 sf land area, minimum 4 spaces
Schools, Public	
Preschool facilities and kindergartens	1/employee plus 1 per classroom, or 1/3 seats in assembly area, whichever is greater
Elementary or middle schools	1/employee plus 1 per classroom, or 1/3 seats in assembly area, whichever is greater
High schools	1/employee plus 1/3 students in 11th and 12th grades; or 1/3 seats in main auditorium
Colleges	1 space/employee + 1 space/2 students; or 1/3 seats in largest assembly area
Commercial schools	1 space/employee + 1 space/2 students; or 1/3 seats in largest assembly area
Stadiums/Arenas	Special review of parking required
Theaters and Auditoriums	0.3/seat ¹⁰
Utility, Transportation, and Communication Use Listings	
Airport	Parking Study Required
Broadcasting and Recording Studios	3.2/1,000 sf
Heliports	1/landing pad
Park and Ride Facility	N/A
Parking Facility	N/A
Telecommunication Facility	0.5/1 employee
Utility Facilities and Infrastructure	0.5/1 employee
Retail, Service, and Office Uses	
Adult Day Care Facility	1 space/employee, plus 1 space/facility vehicle, plus 1 space/8

ITEM 3.3.

ATTACHMENT 1

Land Use Category	Vehicle Parking Spaces
	persons at facility capacity
Alcoholic Beverage Sales	3.6/1,000 sf
Ambulance Service	3.2/1,000 sf
Animal Sales and Grooming	3.6/1,000 sf
Art, Antique, Collectable	3.6/1,000 sf
Artisan Shops	3.6/1,000 sf
Banks and Financial Services	3.2/1,000 sf <u>3/1,000 sf</u>
Bars and Nightclubs	1 per 3 fixed seats, or 1/50 sf of net floor area of assembly space
Bed and Breakfast Inns	1/room
Building Materials Stores and Yards	1/1,000 sf
Business Support Services	3.2/1,000 sf
Call Centers	6/1,000 sf <u>5/1,000 sf</u>
Child Day Care Facility	1 space/employee, plus 1 space/facility vehicle, plus 1 space/8 persons at facility capacity
Convenience Stores	3.6/1,000 sf
Drive-In and Drive-Through Sales and Service (not including restaurants)	1 space/2 employees during period of greatest employment
Equipment Sales and Rental ⁸	1/250 sf interior sales area, plus 1/1,000 sf exterior display area
Furniture, Furnishings, and Appliance Stores	1/1,000 sf
Garden Center/Plant Nursery	1/300 sf retail sales area, plus 1/1,000 sf exterior display area
Grocery Stores/Supermarket	3.5/1,000 sf
Home Improvement Supplies	2.5/1,000 sf <u>2/1,000 sf</u>
Hotels and Motels	1/room
Kennels, Commercial	3.2/1,000 sf
Maintenance and Repair, Small Equipment	3.2/1,000 sf
Medical Services, General	3.9/1,000 sf
Medical Services, Extended Care	1 space/employee, plus 1 space/facility vehicle, plus 1 space/8 persons at facility capacity
Medical Services, Hospitals ⁹	2/bed or 2/1,000 sf
Mortuaries and Funeral Homes ⁵	1/3 seats
Neighborhood Market	3/1,000 sf
Offices, Business and Professional ¹²	3/1,000 sf
Offices, Accessory	3/1,000 sf
Personal Services	3.2/1,000 sf

ITEM 3.3.

ATTACHMENT 1

Land Use Category	Vehicle Parking Spaces
Residential Care Facility	1 space/employee, plus 1 space/facility vehicle, plus 1 space/8 persons at facility capacity
Restaurants	1/3 seats
Retail, Accessory	3.6/1,000 sf
Retail, General	3.6/1,000 sf
Retail, Warehouse Club	3.6/1,000 sf
Veterinary Facility	3.2/1,000 sf
Regional Shopping Center	5.5/1,000 sf
Tasting Room ¹³	1 space/300 sf
Automobile and Vehicle Uses	
Auto and Vehicle Dismantling	43 spaces, plus 1 space/employee
Auto and Vehicle Sales and Rental	2.5/1,000 sf, plus 1 space per rental vehicle
Auto and Vehicle Sales, Wholesale	1/1,000 sf, minimum 2 spaces
Auto and Vehicle Storage	1/2,000 sf, plus 1 space/company-operated vehicle
Vehicle Auto Parts Sales	3.6/1,000 sf
Car Washing and Detailing	3 spaces minimum + 2 per bay
Service Stations	3 spaces minimum + 2 per bay
Vehicle Services	2 per service bay
Industrial, Manufacturing, and Processing Uses	
Agricultural Products Processing	1.6/1,000 sf, plus 1 space/company-operated vehicle
Manufacturing ¹⁴	1.6/1,000 sf, plus 1 space/company-operated vehicle <u>1/1,000 sf, plus 1 space/company-operated vehicle</u>
Office (as accessory to a use in this category)	2.7/1,000 sf
Printing and Publishing	1/1,000 sf, plus 1 space/company-operated vehicle
Recycling Facility, Processing	1/200 sf office space, plus 1 space/employee
Recycling Facility, Scrap and Dismantling Facility	1/1,000 sf, plus 1 space/company-operated vehicle
Research and Development	3/1,000 sf <u>2.5/1,000 sf</u>
Storage, Personal Storage Facility ¹⁵	1/2,000 sf, plus 1 space/company-operated vehicle <u>3 spaces plus one space for every 100 storage units</u>
Storage, Warehouse	0.5/1,000 sf, plus 1 space/company-operated vehicle
Wholesaling and Distribution	0.5/1,000 sf, plus 1 space/company-operated vehicle
Special Regulated Uses	
Card Rooms	1/2 seats in play area
Check Cashing Businesses	3.6/1,000 sf
Massage Parlor	3.2/1,000 sf

Land Use Category	Vehicle Parking Spaces
Pawnshops	3.6/1,000 sf
Recycling Facility, Collection Facility	3.2/1,000 sf
Sexually Oriented Businesses	1/3 fixed seats or 4/1,000 sf, whichever is greater
Smoke Shops	3.6/1,000 sf
Tattoo Parlors	3.6/1,000 sf
Thrift Store	3.6/1,000 sf

Notes:

1. See RCMC 23.719.130.
2. Parking may be reduced to one space per unit for residential units for low or moderate income subsidized homeownership units.
3. Additional parking for home occupations is not required to be covered or enclosed and may occur within the front or street-side yard setback on a driveway or other paved surface.
4. On-street parking space adjacent to park property may be credited toward parking requirement.
5. Applies to seating in main or largest assembly area only.
6. Clubhouse calculated as retail and provided in addition to required spaces for golf courses. Additional parking not required for accessory uses (e.g., driving ranges, putting greens, maintenance shops, equipment storage).
7. Parking based on area of active recreation only.
8. Indoor and outdoor merchandise display areas.
9. Calculate associated medical office facilities as medical services, general.
10. If fixed seating is not used, then parking shall be provided at a ratio of one space/30 square feet of floor area in the assembly hall(s).
11. Parking requirements shall be in compliance with Government Code Section 65852.2. No additional parking shall be required for an accessory dwelling unit if: the unit is located within one-half mile of public transit, the unit is located within an architecturally and historically significant district; the unit is part of the existing primary residence or an existing accessory structure; or there is a car share vehicle located within one block of the unit.
12. [Office, Business and Professional shall be allowed up to 200% of minimum required parking by right with no additional approvals.](#)
13. Required parking spaces for adjacent uses can be counted towards the required parking for a tasting room as long as the hours of operations for the use do not overlap with the tasting room hours.
14. [Manufacturing shall be allowed up to ~~300~~200% of minimum required parking by right with no additional approvals.](#)
15. [Personal storage facilities with internally accessed storage units \(units not directly accessed from internal drive aisles\) shall provide loading zones at each building with number of loading spaces determined during project review.](#)

[Ord. 3-2019 § 5 (Exh. A); Ord. 4-2018 § 3 (Exh. A); Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.080). Formerly 23.719.080].

23.719.080 Reductions and exceptions to minimum parking requirements.

The following are exceptions or reductions to minimum parking requirements that are available:

A. Parking District Waiver. Minimum off-street parking requirements may be waived for properties that have access to public parking facilities. The waiver may be granted by the director.

B. Parking Reduction. Parking may be reduced by the approval authority according to the following provisions. Total parking reductions may not exceed 20 percent of required parking:

1. Reduction for Special Motor Vehicles. Up to five percent of the off-street parking may be provided by smaller parking spaces for special or alternative motor vehicles (e.g., golf carts, motorcycles, motorized scooters).
2. Reduction for Secure Bicycle Parking. Developments which provide additional secure bicycle parking facilities over and above the minimum requirement may reduce their parking requirement by one vehicle space for every two additional bicycle spaces provided.
3. Reduction for Parking Near Major Transit Stops (e.g., light rail stations, BRT stations, or significant bus facilities). Parking requirements may be reduced by ~~25 percent within one-half mile or 40-50~~ percent when within one-quarter mile of a major transit stop.

4. Reduction for Existing Uses to Enable Property Enhancements. Parking requirements for existing nonresidential development may be reduced by up to 10 percent if spaces are replaced with either or both of the following:

- a. Landscaping.
- b. On-site pedestrian plazas, seating areas, shelters, bicycle racks, and/or walkways.

5. Shower/Locker Facilities. Developments with 100 or more employees may reduce their parking requirement by providing shower and clothing locker facilities for bicycle-commuting employees. Maximum reduction: five percent of required parking.

6. Preferred Carpool/Vanpool Parking Spaces. Office or industrial developments which guarantee preferred parking spaces (e.g., covered, shaded, or near building entrance) to employees who participate regularly in a carpool or vanpool may reduce their parking requirement by one vehicle space for every one space which is marked and reserved for carpools/vanpools at a preferred location. Maximum reduction: five percent of required parking.

C. Joint Vehicle Parking Lot or Structure. Required parking for two or more freestanding uses on adjacent or nearby sites may be satisfied by the use of a joint vehicle parking facility to the extent that it can be shown by the owners or operators that the demand for parking in the joint facility does not materially overlay (e.g., uses primarily of a daytime versus a nighttime or weekday versus weekend nature); and provided, that such right of joint use is evidenced by a deed, lease, contract, or similar written instrument upholding such joint use. In this situation, the size of the joint parking lot shall be at least as large as the number of vehicle parking spaces required by the largest user.

D. Parking in Mixed-Use Projects. In mixed-use projects with residential, office and/or commercial components it is assumed that some parking spaces will be shared due to the difference in peak parking demand and required motor vehicle parking may be reduced according to the following formula:

- 1. Calculation of the minimum vehicular parking for the portion of the building occupied by the primary is based on 100 percent of the floor area.
- 2. Calculation of the minimum vehicular parking for the portion of the building occupied by secondary or subsequent uses may be calculated at 80 percent of the floor area.

E. Available parking in public or common parking lots and structures.

F. Additional parking reductions may be permitted as part of an adjustment process. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.100). Formerly 23.719.090].

23.719.090 Design standards for surface parking lots.

A. All vehicular parking spaces shall be on the same lot as the main structure they serve, on an abutting lot, or within 1,000 feet, subject to the following requirements:

- 1. There is a safe, direct, attractive, lighted, and convenient pedestrian route between the vehicle parking area and the use being served.
- 2. There is an assurance in the form of deed, lease, contract, or other similar document that the required spaces will continue to be available for off-street parking use according to the required standards.

B. Special Requirement for Parking in Downtown District.

- 1. ~~Auto-Vehicle~~ parking lots shall be located behind or beside buildings on one or both sides.
- 2. ~~Auto-Vehicle~~ parking and maneuvering areas (including any permitted drive-through service lanes) shall not be located between the street and the building facade with the primary entrance.

3. ~~Auto-Vehicle~~ parking and maneuvering areas located to the side of a building cannot occupy more than 50 percent of the site's frontage onto an arterial or collector roadway. When a site has more than one frontage on an arterial or collector roadway, then the ~~vehicle~~~~auto~~ parking lot located to the side of a building may occupy more than 50 percent of the site's frontage on the secondary street.

4. ~~Auto-Vehicle~~ parking and maneuvering areas on corner lots shall not be located adjacent to intersections.

C. Parking Lot Design.

1. Surfacing and Striping. Areas used for parking and maneuvering of vehicles shall be paved with a minimum of two-inch asphalt, concrete, or equivalent surface. All parking areas shall be appropriately striped, marked, and signed.

2. Curb Cuts/Access Points. Street access points shall be the minimum necessary to provide access while not inhibiting the safe circulation and carrying capacity of the street. Curb cuts must comply with city street improvement standards.

3. Driveways/Driveway Approach Width and Grade. The minimum driveway width shall comply with public improvement and fire safety standards.

4. Back-Out Parking. With the exception of duplexes and single-family residences, all parking areas shall be designed so that vehicles are not permitted to back out of the parking area onto a public street.

5. Driveway/Drive Aisle Width. Driveways shall have a minimum paved width of 20 feet for two-way circulation and 14 feet for one-way circulation or according to Table 23.719-2 (Angle Parking Space and Drive Aisle Dimensions), wherever is greater. Driveways shall not occupy a yard setback or buffer except to pass through the yard in order to connect directly to a public street or as necessary for shared driveways and internal access between uses on abutting lots.

6. See RCMC 23.910.030 for drive-in and drive-through sales and services design standards.

7. Turnaround Areas. Parking spaces shall be provided with adequate drive aisles or turnaround areas so that all vehicles may enter the street in a forward manner.

8. Setback Restrictions for Parking Spaces and Drive Aisles. Parking areas including spaces, aisles, and turnaround and maneuvering areas shall not occupy the required setbacks.

9. Connect Parking Lots. ~~Auto-Vehicle~~ parking areas shall be designed to connect with ~~vehicle~~~~auto~~ parking areas on adjacent sites to eliminate the necessity of utilizing the public right-of-way for cross movements. Joint or shared access, internal circulation, or parking is encouraged with adjacent uses.

10. Minimum Clearance. Driveways, aisles, turnaround areas, and ramps shall have a minimum vertical clearance of 12 feet for the entire length and width, but such clearance may be reduced in parking structures.

11. Drainage. Adequate drainage shall be provided to dispose of the runoff generated by the impervious surface area of the parking area. Provision shall be made for the on-site collection of drainage waters to eliminate sheet flow of such waters onto sidewalks, public rights-of-way, and abutting private property.

12. Clear Vision Area. See RCMC 23.731.060 (Height measurement) for driveway clearance vision area requirements.

13. Service and Loading Areas. Service and loading areas shall not be located on the frontage of a light rail station or adjacent street.

D. Parking Space Dimensions and Aisle Standards for Surface Parking Lots.

1. All surface parking lots shall be designed in accordance with city standards for stalls and aisles as set forth in Tables 23.719-2 (Angle Parking Space and Drive Aisle Dimensions) and 23.719-3 (Parallel Parking Space and

ITEM 3.3.

ATTACHMENT 1

Drive Aisle Dimensions) and Figures 23.719-1 (Angle Parking Space and Drive Aisle Dimensions) and 23.719-2 (Parallel Parking Space and Drive Aisle Dimensions).

Table 23.719-2: Angle Parking Space and Drive Aisle Dimensions

Angle	Stall Width a	Stall to Curb b	Aisle c	Two Rows + Aisle d
90°	9'-0"	19'-0"	25'-0"***	63'-0"
	9'-6"	19'-0"	24'-8"***	62'-6"
	10'-0"	19'-0"	24'-0"***	62'-0"
60°	9'-0"	21'-0"	20'-0"***	62'-0"
	9'-0"	21'-0"	19'-0"*	61'-0"
	9'-6"	21'-3"	18'-6"*	61'-0"
	10'-0"	21'-6"	18'-0"*	61'-0"
45°	9'-0"	19'-10"	20'-0"***	59'-8"
	9'-0"	19'-10"	16'-4"*	56'-0"
	9'-6"	20'-2"	15'-2"*	55'-6"
	10'-0"	20'-6"	14'-0"*	55'-0"

* One-way aisle.

** Two-way aisle.

Figure 23.719-1: Angle Parking Space and Drive Aisle Dimensions

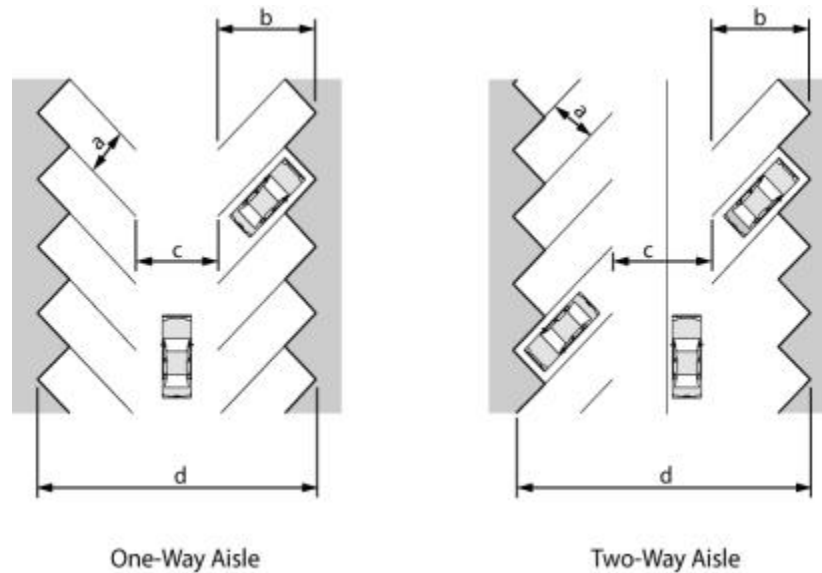


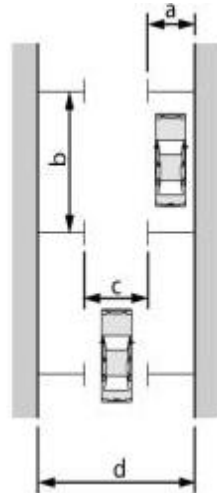
Table 23.719-3: Parallel Parking Space and Drive Aisle Dimensions

Stall Width a	Stall Length b	Aisle c	Two Rows + Aisle d
9'-0"	24'-0"	12'-0"*	30'
9'-6"	24'-0"	12'-0"*	31'

Stall Width a	Stall Length b	Aisle c	Two Rows + Aisle d
10'-0"	24'-0"	12'-0"*	32'

*One-way

Figure 23.719-2: Parallel Parking Space and Drive Aisle Dimensions



E. A minimum of 75 percent of vehicle parking stalls shall be of standard size (the remainder may be compact). See RCMC 23.719.070(E) (Compact Car Spaces).

F. Landscaping of Parking Lots. See RCMC 23.716.070 (Parking lot landscape).

G. Pedestrian Circulation/Walkways. Pedestrian circulation/walkways shall be designed to the requirements specified in RCMC 23.722.050 (Standards for on-site pedestrian pathways).

H. Vehicular Overhang.

1. Vehicular overhang is permitted, provided no vehicle shall overhang into a sidewalk which would reduce the unencumbered width of a sidewalk to less than four feet.
2. A vehicle is permitted to overhang into a landscaped area by two feet; provided, that the required landscaped area is extended by two feet.
3. The overhang shall not count as part of the parking space dimension.

I. Lighting of Parking Lot. See Chapter 23.725 RCMC (Outdoor Lighting). [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.110). Formerly 23.719.100].

23.719.100 Design standards for parking structures.

A. Ground Floor Active Use. For all new multi-level parking structures, a minimum of 50 percent of the total ground floor street frontage, excluding driveway entrances and exits, stairwells, elevators, and centralized payment booths, shall be designed to accommodate commercial, retail, office, or residential floor space.

B. Ground Floor Facades. Blank, flat walls are prohibited on all parking structure facades that face public rights-of-way. The following are acceptable methods to avoid blank, flat walls. One or more of these methods shall be incorporated along the entire facade:

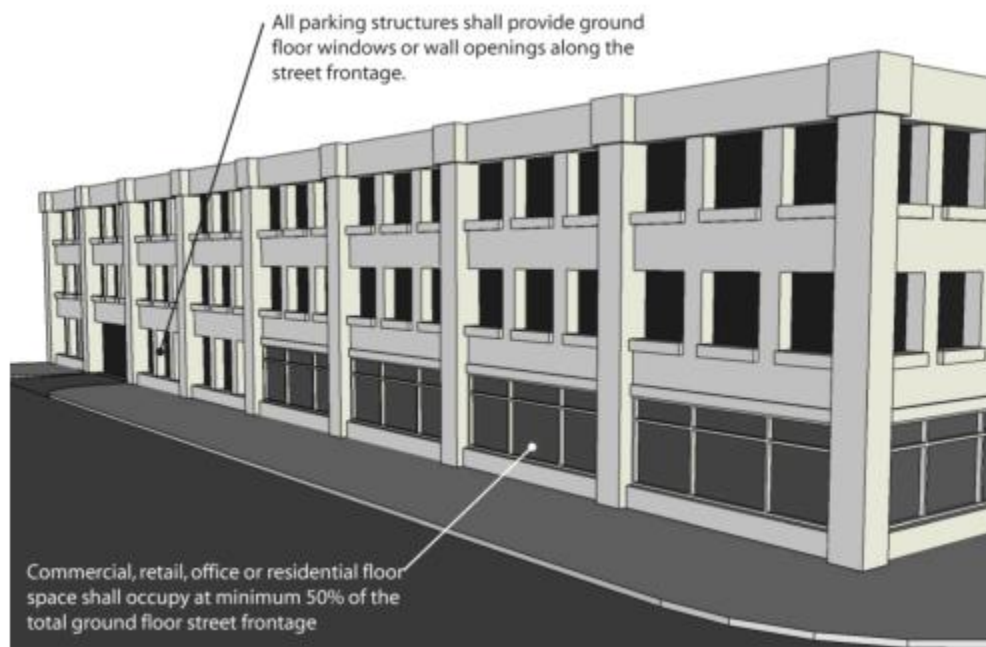
1. Street-facing ground floor active uses (see subsection (A) of this section, Ground Floor Active Use).

2. Ground floor windows, doors, or display areas.
3. A repeating pattern of color change, texture change, and material change, each of which should be integral parts of the structure and not superficially applied trim, graphics, or paint.
4. The use of reveals, projecting ribs, or offsets which should be no less than 12 inches in width. All elements should repeat at intervals of 30 feet or less.

C. Lighting. Metal halide lighting shall be used for all parking structures, with uplighting being the preferred method of lighting. This allows for a more even lighting distribution across the floor and field of vision for users, accurate color rendition, and protection from lighting elements.

D. All parking structures are subject to design review as described in Chapter 23.140 RCMC (Minor Design Review) or Chapter 23.141 RCMC (Major Design Review).

Figure 23.719-3: Parking Structure Design Requirements



[Ord. 4-2017 § 3 (Exh. B); Ord. 13-2013 § 4 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.120). Formerly 23.719.110].

23.719.110 Bicycle parking requirements.

A. Short-Term Bicycle Parking. If a land use or project is anticipated to generate visitor traffic, the project must provide permanently anchored bicycle racks within 100 feet of the visitors' entrance. To enhance security and visibility the bicycle racks shall be readily visible to passersby. The bicycle capacity of the racks must equal an amount equivalent to 10 percent of all required motorized vehicle parking. There shall be a minimum of one rack with capacity for two bicycles.

B. Long-Term Bicycle Parking. Buildings with over 10 tenant-occupants (e.g., multifamily tenants, owners, employees) shall provide secure bicycle parking for five percent of required motorized vehicle spaces for employees/residents, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and include one or a combination of the following:

1. Covered, lockable enclosures with permanently anchored racks for bicycles.

2. Lockable bicycle rooms with permanently anchored racks.
3. Lockable, permanently anchored bicycle lockers.
4. In the case of residential development a standard garage is sufficient, if available. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A). Formerly 23.719.115].

23.719.120 Design standards for bicycle parking facilities.

All developments shall meet the following minimum requirements for bicycle parking and design. The purpose of these design standards is to ensure that bicycle parking is visible from the buildings served, is convenient to cyclists, and provides sufficient security from theft and damage.

A. Minimum Required Bicycle Parking. Minimum required bicycle parking spaces are required as designated in RCMC 23.719.110 (Bicycle parking requirements).

B. Bicycle Parking Location and Access.

1. Use. Areas set aside for required bicycle parking must be clearly reserved for bicycle parking only.
2. Lighting. See RCMC 23.725.060 (General lighting standards).
3. Location.
 - a. Outdoor bicycle parking should be located within 100 feet, or as close as possible to the primary building entrance, without impeding pedestrian circulation or emergency access.
 - b. Bicycle parking must be visible from within on-site buildings or the street.
 - c. Bicycle parking may be located within a building if access is readily available from an outdoor entrance.
 - d. Bicycle parking is prohibited within 100 feet of a trash or recycling enclosure.
4. Amenities. Bicycle parking areas are encouraged to include a bench and bicycle rack screened with 30- to 36-inch shrubs from any parked cars or arterial streets.
5. Pedestrian Conflicts. Bicycle parking and bicycle racks shall be located to avoid conflicts with pedestrian movement and accessibility requirements.

C. Covered Bicycle Parking Spaces for All Uses. All required employee bicycle parking spaces and 50 percent of all visitor bicycle parking must be sheltered from precipitation by means such as roof extensions, overhangs, awnings, arcades, carports, roofed enclosures, lockers, or indoor bicycle rooms. These may be Class I parking spaces (e.g., bike lockers) or other suitable alternative.

D. Bicycle Parking for Residential Uses. When required, 25 percent of all bicycle parking for residential uses shall be provided as Class I facilities (locker, bike room, etc.).

Figure 23.719-4: Acceptable Covered Bicycle Parking Options (Bicycle Parking Near Entry Door, Freestanding Bicycle Parking Enclosure, and Indoor Bicycle Room)



Bicycle Parking Near Entry

Freestanding Bicycle Parking Enclosure

Indoor Bicycle Room

E. Bicycle Rack Types and Dimensions.

1. Security. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a rack upon which the bicycle can be locked. Bicycle parking racks, shelters, or lockers must be securely anchored to the ground or to a structure. Bicycle racks must hold bicycles securely by the means of the frame. The frame must be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels.

Figure 23.719-5a: Acceptable Bicycle Rack Options



Bicycle Racks That Support

Bicycle Lockers Sheltered Parking

Both Sides of a Bicycle

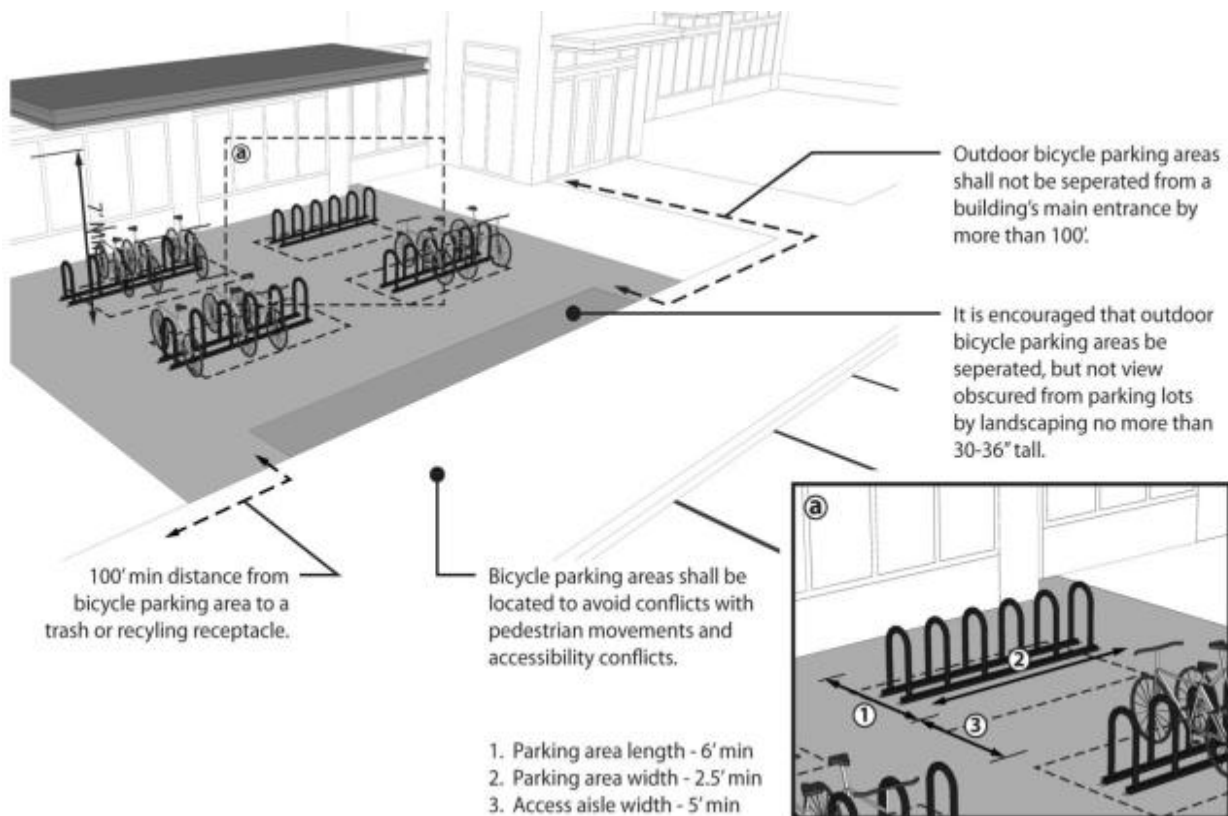
2. Unique artistic design facilities are encouraged. The racks/facilities should be easily identified as a bike rack.

Figure 23.719-5b: Artistic Bike Rack Design Options



3. Standards. Bicycle parking shall be at least one and one-half feet wide by six feet long for a single bicycle parking space or two and one-half feet wide by six feet long for two paired bicycle racks (as pictured in Figure 23.719-6) and, when covered, provide a minimum vertical clearance of seven feet. An access aisle of at least five feet wide shall be provided and maintained beside or between each row of bicycle parking. Each required bicycle space must be accessible without moving another bicycle. Bicycle parking spaces required by this chapter may not be rented or leased.

Figure 23.719-6: Bicycle Parking Area Design Requirements



F. Paving and surfacing of bicycle parking areas shall be surfaced with hard surfacing of at least two inches minimum (i.e., pavers, asphalt, concrete, or similar material). This surface must be designed to maintain a well-drained condition.

G. Exemptions. The following uses are exempt from bicycle parking requirements:

1. Temporary uses.
2. Agriculture.
3. Mini-storage facilities.
4. Home occupations. [Ord. 4-2017 § 3 (Exh. B); Ord. 13-2013 § 4 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.130)].

23.719.130 Standards for off-street parking for private residences.

Off-street parking and driveways for detached dwellings, manufactured homes, single-family attached dwellings, and two-unit attached dwellings shall meet the following requirements:

A. Any vehicle, trailer, or vessel which is inoperable or vehicles that are Certified as Non-Operation or Planned Non-Operation Certified with the Department of Motor Vehicles shall be stored entirely within an enclosed structure, where it is not visible from the street or other public or private property and shall not be parked or stored in any yard within a residential zoning district or neighborhood.

B. Unless specifically permitted by this code, required off-street parking spaces shall not be located within any required front yard or required street side yard setback of any parcel. Required parking must be provided within a fully enclosed garage or carport (see RCMC 23.734.040, Development standards).

C. Parking in excess of the required parking (e.g., driveways) may be provided within the front and street side yard setback, as follows:

1. Vehicle parking (including driveways) within the front yard area or as seen by the public street in residential areas shall be provided on a lasting, durable surface (e.g., concrete, asphalt, or similar material). Permeable paving materials, such as paver stones, pervious concrete, or interlocking grids with gravel, are permitted as an alternative to a standard asphalt or concrete surface. Use of grasscrete, ribbon drive (Hollywood strips) or other acceptable alternatives as determined by the director may be allowed for purposes of a driving surface that leads to a legal parking area outside of the front yard area or as seen by the public street. No parking is allowed on these features within the front yard area or as seen by the public street.

2. Parking areas shall not exceed the maximum impervious surface allowed on a parcel (e.g., impervious surface in front yards is limited to 40 percent coverage).

3. Parking may not occur within any required clear vision triangle area on a corner lot.

D. Each parking space shall be at least eight and one-half feet wide by 18 feet deep.

E. Tandem (end-to-end) parking is allowed to meet the minimum off-street parking requirements.

F. Required parking may be provided in the rear yard only when an alley is available for access.

G. The minimum driveway width is 10 feet. Driveway pavement shall be five feet from the side property line in order to provide an area of landscaping between adjacent lots. Deviations from these standards may be allowed through site plan and architecture review for small-lot single-family developments at the time of master home plan review where these standards cannot be attained due to design. Remaining unpaved portion shall be landscaped, irrigated, and maintained. See Figure 23.716-2 (Nonpervious Surface Limits in Single-Family and Two-Family Residential Zones).

H. The use of structures, temporary canopies, tarps, and other similar types of covering for vehicles is strictly prohibited within the front setback.

I. Commercial vehicles shall not be parked on residential property.

J. Parking of RVs, trailers, and vessels shall conform with the following additional regulations:

1. Parking on a lasting, durable surface (e.g., concrete, asphalt, grasscrete, or permeable paving material) is required.

2. Parking within the clear vision area is prohibited. [Ord. 15-2018 § 4 (Exh. A); Ord. 7-2018 § 3; Ord. 4-2018 § 3 (Exh. A); Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.140)].

23.719.140 Trip reduction requirements.

A. Applicability. The provisions of this chapter shall apply to all major development projects defined as follows:

1. Any commercial, industrial, institutional, or other use which is expected to employ 200 or more persons, as determined by either actual employee projections or equivalent development size.

2. Any existing facility or development which increases its gross floor area and, after such increase, exceeds the minimum equivalent development size.

3. The director may, if projected traffic conditions warrant, apply the provisions of this section to developments smaller than those specified.

B. Exempt Projects. Notwithstanding any other provisions of this code, the following uses and activities shall be specifically exempt from the provisions of this section:

1. Development projects expected to employ fewer than 200 persons.

2. Temporary construction activities on any affected project, including activities performed by engineers, architects, contractors, subcontractors, and construction workers.

C. Equivalent Development Size. For the purpose of this section, the standards listed in Table 23.719-4 (Equivalent Development Size) shall be considered equivalent to the 200-employee threshold.

Table 23.719-4: Equivalent Development Size

Type of Use	Minimum Development Size (in square feet) Equivalent to 200 Employees
Office (excluding medical)	50,000
Industrial Office Park (MP)	60,000
Hospital and Medical Offices	80,000
Commercial	100,000
Light Industrial (M-1)	95,000
Heavy Industrial (M-2)	130,000
Mixed or Multiple Uses	¹

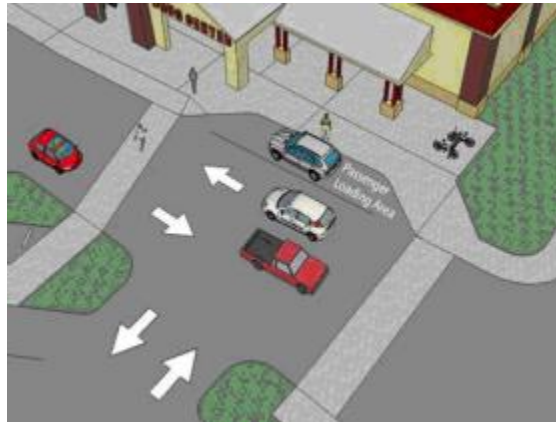
Notes:

1. The minimum development size for mixed- or multiple-use developments shall be calculated based on the employment equivalent of the square footage or areas devoted to each type of use.

D. Passenger Loading Areas. Parking areas for major development projects shall designate a passenger loading area or areas for embarking and disembarking passengers from ridesharing vehicles. Such passenger loading areas shall be located at the point(s) of primary pedestrian access from the parking area to the adjacent building(s) and shall be designed in such a manner that vehicles waiting in the loading area do not impede vehicular circulation in the parking area. The passenger loading areas shall be designed as a turn-out as indicated by Figure 23.719-7 and shall

be large enough to accommodate the number of waiting vehicles equivalent to one-half percent of the required parking for the project. See Figure 23.719-7 (Passenger Loading Areas).

Figure 23.719-7: Passenger Loading Areas



E. Preferential Parking Spaces for Carpool and Vanpool Vehicles. All major development projects shall reserve and designate at least 10 percent of the employee parking spaces for the project for ridesharing vehicles by marking such spaces “Carpool/Vanpool Only.” The number of preferential parking spaces must be increased above 10 percent of the employee parking as necessary to accommodate all legitimate carpools and vanpools. Such spaces shall be located near the building entrance(s), covered, shaded, or in some other obvious way be determined as preferential. For purposes of this section, the factors listed in Table 23.719-5 (Employee Parking Ratios) shall be used to determine the number of employee parking spaces.

Table 23.719-5: Employee Parking Ratios

Type of Use	Percentage of Total Parking Devoted to Employee Parking
Office (excluding medical)	70%
Hospital and Medical Office	50%
Commercial	30%
Industrial	70%

F. Shower and Locker Facilities. All development projects above the minimum development size threshold shall provide shower and locker facilities for use by employees or tenants who commute to the site by bicycle or walking. Such facilities shall be clearly indicated on all development/improvement plans. One shower and eight lockers with minimum dimensions of 12 inches by 18 inches by 36 inches shall be provided for each 200 employees or fraction thereof, based on the equivalent development size data. The shower and locker facilities must be located convenient to one another and should be located near the employee bicycle parking facilities whenever possible. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.150)].

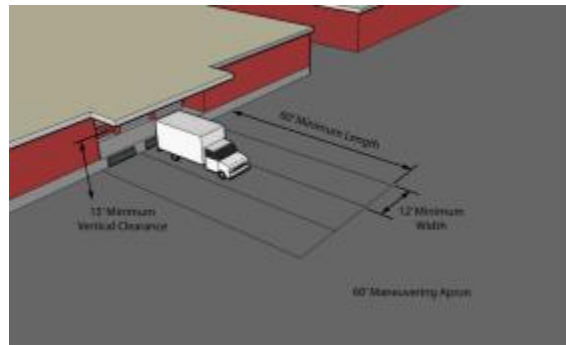
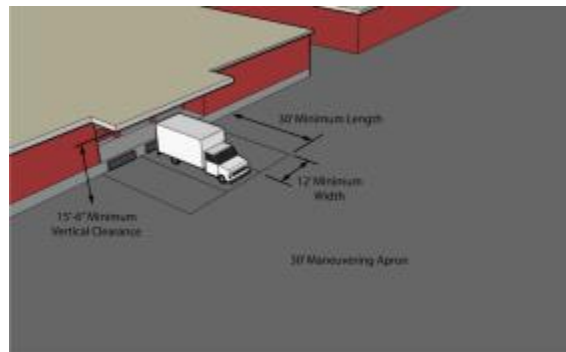
23.719.150 Off-street loading requirements.

A. Purpose of Loading Area Requirements. The purpose of these regulations is to provide the number, size, location, and screening requirements for loading areas in mixed-use, commercial, and industrial uses. The intent of these regulations is to minimize disruptions of traffic flow by freight-carrying vehicles blocking the public right-of-way and to minimize impacts to vehicular and pedestrian conflicts.

B. When Loading Regulations Apply. This regulation applies to all nonresidential development in mixed-use commercial and industrial districts, whether or not a permit or other approval is required for the development. Buildings smaller than 8,000 square feet in size are exempt from the requirements of this section.

C. General Loading Area Requirements.

1. The number of required loading spaces is based on the use of the building and the building size minus any residential component square footage.
2. Where two or more uses are located on the same premises, the number of loading area spaces required is the sum of the spaces required for each use.
3. The provision for maintenance of off-street loading facilities is a continuing obligation of the property owner.
4. Loading and maneuvering areas shall be hard-surfaced unless a permeable surface is required to reduce surface runoff, as determined by the director.
5. Parking of passenger vehicles may be allowed in off-street loading areas subject to specific time limits to prevent conflicts with off-street loading activities. If parking is allowed, the parking time limits shall be clearly posted. These parking spaces shall not count toward meeting the general parking requirements.
6. Off-Street Loading Standards.
 - a. Each required off-street loading space in an industrial area shall have a minimum length of 60 feet, a minimum width of 12 feet, and a minimum vertical clearance of 15 feet inside dimensions. Off-street loading spaces in industrial zones shall also provide a 60-foot maneuvering apron in addition to the minimum length of the loading space. These requirements apply to all off-street loading spaces in industrial zones including at-grade and depressed loading docks.
 - b. Each required off-street loading space, other than in industrial zones, shall have a minimum length of 30 feet, a minimum width of 12 feet, and a minimum vertical clearance of 14.5 feet inside dimensions. Off-street loading spaces shall also provide a 30-foot maneuvering apron in addition to the minimum length of the loading space. These requirements apply to all off-street loading spaces including at-grade and depressed docks.
7. Loading areas must comply with the setback and perimeter landscaping and screening standards. When parking areas are prohibited or not allowed between a building and a street, loading areas are also not allowed.

Figure 23.719-8: Typical Loading Area***Off-Street Loading Spaces in an Industrial Area******Off-Street Loading Spaces in a Nonindustrial Area***

8. For uses not specifically mentioned, the requirements for off-street loading facilities shall be the same as the closest approximate use as determined by the director.

D. Location of Required Loading Facilities.

1. The off-street loading facilities, including the required maneuvering apron, in all cases, shall be on the same lot or parcel of land as the structure they are intended to serve.
2. The off-street loading facilities shall be designed and located so that loading vehicles do not encroach upon required setbacks, driveways, or required parking spaces during maneuvering and loading activities.
3. No loading space, including the required maneuvering apron, shall be located so that a vehicle using such loading space projects into any public street or any adjoining property except in the case of a reciprocal access agreement or similar mechanism.
4. Loading spaces shall be provided with access to an alley when alley access is available.
5. Bays and doors shall be located in a manner that would preclude any possibility for trucks to back into bays from arterial streets. [Ord. 4-2017 § 3 (Exh. B); Ord. 12-2011 § 3 (Exh. A); Ord. 27-2008 § 1 (Exh. A § 4.7.160)].

23.719.160 Electric Vehicle Parking Spaces.

A. Applicability.

The California Green Building Standards Code (CALGreen) requires that new construction and major alterations include adding “EV Capable” parking spaces which have electrical panel capacity, a dedicated branch circuit and a raceway to the EV parking spot to support future installation of charging stations. All new construction and qualifying additions or alterations must comply with CALGreen, Title 24, Part 11.

B. Parking Requirements and Location of Electric Vehicle Spaces.

1. As part of the Minor and Major Design Review process, the City shall require that parking facilities be provided to accommodate electric or other alternative fuel vehicles.

2. The location of the electrical outlets shall be specified on building plans, and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy.

3. Electric vehicle ready charging infrastructure shall be provided in multi-family housing developments and non-residential developments according to the standards outlined by CALGreen.

4. Electric vehicle charging stations may be provided in any area designed for the parking or loading of vehicles.

5. Where electric vehicle recharging stations are provided, they shall follow the space requirements and development standards outlined in CALGreen.

6. Parking spaces with electric vehicle charging shall be counted as a standard parking space for the purposes of providing required parking per this Code.

C. Exemptions

1. Electric vehicle charging stations shall not apply to temporary parking lots.

2. Other exemptions may be granted by the Director, where the Director determines that compliance with the requirements of this Section is technically infeasible.

Parking Code Updates & Electric Vehicle Charging Stations

August 24, 2021

MEETING AGENDA

- Parking Strategies Reviewed and Related Amendments
- CALGreen Electric Vehicle (EV) Charging Station Amendments
- Summary and Next Steps

Zoning Code Update

Parking Amendments

Parking Chapter Amendments

- Parking Research and Analysis
 - Conducted research on parking policies and regulations being implemented in Northern California and Sacramento region
 - Meetings with stakeholders
 - Approximately a dozen parking strategies were reviewed for adjusting the City's parking regulations

Parking Strategies Reviewed

- Charging for on-street parking in certain areas of the City
- Eliminating all minimum parking space requirements for off-street parking
- Reduce minimum parking space requirements for residential uses
- Reduce minimum parking space requirements for non-residential uses (commercial, office and industrial uses)
- Establish maximum parking space requirements for all uses Citywide
- Require a parking cash-out program for employers in the City
- Establish congestion pricing for parking
- Provide parking reductions for new development near transit or has rideshare access
- Use of in-lieu parking fees
- Unbundling of parking fees from rental leases
- Provide universal transit passes to employees in the City

Parking Chapter

- Chapter 23.719 Parking and Loading Revisions
 - Minor adjustments to parking standards for residential and non-residential uses
 - Reduced minimum parking for multi-family residential
 - Revised parking requirements within the vicinity of a major transit stop
 - Established parking caps citywide (cannot exceed 150% of the minimum required citywide; cannot exceed 125% of minimum in Downtown Planning Area)
- Does Council have any additional policy direction?

Parking Chapter

- Chapter 23.719 Parking and Loading Revisions
 - Office, Business and Professional – New footnote to allow up to 200% of minimum parking to accommodate range of parking needs for office users.
 - Manufacturing - New footnote to allow up to 300% of minimum parking to accommodate range of parking needs from traditional manufacturing to high tech manufacturing.
 - Personal Storage – Revised to require 3 parking spaces base (employees) plus 1 space per 100 storage units (clients). Footnote requiring loading spaces for internal storage units (no direct access from drive aisles).
- Does Council have any additional policy direction?

Zoning Code Update

EV Parking Amendments

EV Parking Chapter

- Chapter 23.719.160 Electric Vehicle Parking
 - References CALGreen requirements, standards, State building codes
 - Requires EV Capable parking for multi-family and non-residential projects
 - Applies to new construction and certain additions/modifications of non-residential
 - Zoning Code clarifies when EV spaces are reviewed, locations for EV spaces and allowed exemption for “technical infeasibility”



Summary and Next Steps

- Scope of parking amendments are relatively narrow
 - Is Council interested in a continued exploration of revised parking standards and regulations?
- On August 16, 2021 Council indicated a desire to discuss EV charging stations
 - These proposed changes meet State CALGreen requirements
 - Does Council have any policy direction beyond the State required EV capable standards?