

PARKING AND DRIVEWAY STANDARDS

A. General

Driveways, driveway ramps, parking stalls, and aisles, including pavement, drainage, landscaping, screen fencing, and lighting, shall conform to these standards and all requirements of the Municipal Code. All spaces and driveways must be designed to function properly. City inspection is required at appropriate times to insure that all specifications are met.

B. Permits

If the parking lot is not a part of a larger project, the builder shall obtain a parking lot permit from the Community Development Department prior to constructing a new or modifying an existing parking lot. To obtain a permit, a plan for the project must be submitted to the Community Development Department.

Any restriping or improvements, other than for maintenance purposes, to a parking lot also requires approval of a parking lot permit by the Community Development Department.

C. Plans

Plans for the parking lots shall conform to city standards and shall show design for grading, paving, striping, signing, curbing, lighting, landscaping, and trash enclosures.

D. Pavement

1. Parking lots and driveways shall be paved with an all-weather surface, such as asphaltic concrete (AC) or Portland cement concrete (PCC). The minimum thickness of pavement shall be as specified in these standards. Base material shall be compacted to a minimum of 95 percent. Compaction test reports shall be submitted to the Community Development Department for verification of proper compaction. All motorcycle spaces within parking lots shall be PCC pads. Porous pavement surface methods approved by the City Arborist shall be provided within the drip line of existing trees in or near parking lots. All spaces shall be marked, with disabled spaces having special pavement marking in each space. Directional entrances and exits and aisles shall be signed and marked on the pavement.

2. Alternative Permanent Paving:

The Community Development Director may approve alternatives to AC or PCC paving on private property. Alternative paving materials, when installed according to manufacturer's specifications, shall provide a suitable, all-weather, load-bearing surface to support passenger cars and light-duty trucks. Alternative paving surfaces

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for driveways or parking lots serving large commercial vehicles or fire trucks must be designed to accommodate a maximum vehicle weight of 45,000 lbs. Alternative paving materials over City utility easements will not be repaired or maintained by the City.

The Director may approve such alternative paving to achieve aesthetic and environmental objectives, such as improved appearance, increased water percolation, reduced erosion and runoff, increased aeration and water for tree roots, reduced glare, and increased area available for landscaping, upon finding that the alternative paving will provide public aesthetic or environmental benefits, and is equal to or better than AC or PCC paving in terms of public safety, performance, strength, quality and durability. Examples of permanent alternative paving surfaces include, but are not limited to: interlocking pavers, eco-block, porous AC paving, cobblestone, or other material judged by the Community Development Director to be of equivalent performance, strength, quality and durability.

- 3. Temporary parking lots and driveways shall have an all-weather, dust-free surface with sufficient compacted base material or undisturbed grade to safely accommodate the intended use.

Examples of temporary paving surfaces include, but are not limited to: compacted "redrock" or decomposed granite; compacted road base over compacted natural grade; or other temporary surface which the Director determines to provide an all-weather load-bearing surface equivalent to the above materials in terms of safety, maintenance, and appearance. Gravel or similar materials shall not be used where average cross-slopes exceeds 5 percent. (See Paragraph O.)

E. Geometrics.

- 1. Turning Radii:

The minimum allowable inside vehicle turning radius in parking and driveway areas shall be 20 feet unless Fire Apparatus access is necessary, in which case the minimum inside radius shall be 30.5 feet and the outside radius shall be 46 feet or as required by the Fire Department. (Turning radii are not necessarily the radii of curbs around islands and other improvements.) Additional details are as shown on the standard drawing.

- 2. Spaces Which Back Onto Street:

Except as noted in No. 3, parking spaces which back directly onto the public street shall be set back a minimum of 20 feet from the back of the sidewalk, regardless of the zoning of the property.

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Except as noted in No. 3, no portion of any parking space or aisle, except driveways for ingress or egress, shall be permitted in a required street yard setback area.

3. Tandem Parking:

Residential uses may have required spaces arranged in tandem subject to the approval of the Community Development Director. Single dwellings where tandem parking is approved may have one unenclosed parking space within the street yard (refer to Section 17.16.020 - Yards in the city's Zoning Regulations).

4. Walls/Walkways/Entrances:

A parking space facing a wall containing entrances and abutting a walkway to those entrances must be at least 4 feet clear of such a wall.

5. Wheel Stops:

Wheel stops are required if the space is headed into a wall, fence, landscaped area, building, or side of another auto. Additional wheel stops may be required by the Community Development Department. Concrete curbing may be substituted for wheel stops with the approval of the Community Development Director.

6. Overhangs/Encroachments:

Dimensions shown on the standards must be clear of overhangs or other encroachments which might interfere with vehicular access. Circulation areas shall be provided at the ends of aisles.

7. Maneuvering:

Parking lots with more than six spaces shall be designed so that automobiles will exit onto a public street in a forward direction and with no more than two maneuvers. A maneuver is defined as each motion in either a forward or backward direction. No space may be allowed that requires a vehicle to be maneuvered on the public sidewalk in order to exit. All spaces must be designed to be entered in one maneuver. A turnaround may be required if it's considered unsafe for a vehicle to back into the street by the Community Development Department and/or Public Works Director.

8. Stall Sizes:

All parking stalls shall comply with the parking bay dimension standards for average sized cars as provided in the engineering standard details. Upon approval of an exception by the Community Development Director or Architectural Review Commission, a limited number of compact parking spaces may be allowed if justified by unusual circumstances such as

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saving a tree or using otherwise unusable space. Compact stalls, if used, shall be designed and constructed in accordance with the engineering standard details. Accessible spaces shall be designed and constructed in accordance with state and local requirements.

9. Motorcycle Spaces:

All motorcycle spaces shall be designed and constructed in compliance with the engineering standards for motorcycle spaces.

10. Bicycle Parking Standards:

Bicycle parking shall be provided in accordance with city zoning requirements. Bicycle parking may include racks and/or lockers to the approval of the Community Development Department.

11. Truck Access:

Commercial and industrial parking lots serving loading zones shall be designed to accommodate access and circulation movement for on-site truck circulation. The Community Development Director or Public Works Director may require wider driveways and aisles as determined warranted.

F. Slope

Parking spaces shall slope no more than 5 percent in any direction and no less than 0.5 percent in the direction of drainage. A maximum of 10 percent slope in aisle and turn-around areas may be allowed. Swales of less than 1 percent slope shall be concrete. Variations of these standards may be allowed by the Community Development Director for hardship situations providing safety and convenience concerns have been met.

G. Loading Zones

Off-street loading zones shall be a minimum of 12 feet wide and 25 feet long. Loading zones shall be designed so that trucks parking in them will not encroach onto the public right-of-way or into required parking spaces or driveways. Loading spaces designed for large trucks shall have appropriately larger access to allow maneuvering without encroaching into landscape areas. Loading zones or areas may not encroach into fire lanes. Loading zones (spaces) shall be provided in accordance with the city's zoning regulations (refer to sections 17.46.020 and 17.48.010). Additional loading zones may be required by the Community Development Department or Fire Department.

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H. Screening

1. In Large Parking Lots:

Any parking lot with more than six parking spaces adjoining a street shall have the street frontage screened with a 3-foot (minimum) high wall, fence, and hedge consisting of 5-gallon or larger plants, or landscaped berm. The area between such screen and the street shall be landscaped.

2. Near Residential Development:

A parking lot on a site adjacent to a residential development or next to a residential zone shall be screened by a solid 6-foot-high wall, fence, or an existing mature hedge.

I. Landscaping

1. Planting Area Placement:

In all parking lots planting areas shall generally be provided after each six parking spaces in any row and at the ends of each row of parking spaces in order to encourage the use of trees in parking areas. Landscape areas shall have a minimum dimension of 4 feet; except, those areas with trees shall have a minimum dimension of 8 feet. Landscape areas shall be defined by concrete curbing designed to minimize damage to pavement caused by irrigation of landscaping. Landscape areas defining ends of rows shall extend to the minimum inside turn radius, shall not conflict with an aisle or back-up area, nor be less than 4 feet in width. (Exceptions to this provision may be granted by the Community Development Department or the Architectural Review Commission.)

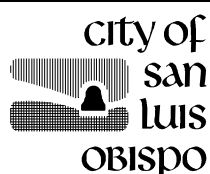
2. Planting Arrangement:

In order to prevent large expanses of pavement, parking lots shall have at least 5 percent of their surface devoted to landscaping (exclusive of setbacks) arranged in an appropriate and effective manner. Additional landscape area may be required by the Community Development Department or the Architectural Review Commission.

3. Maintenance:

In all zones, required street yard areas shall be landscaped and perpetually maintained. All landscape planting shall be maintained and dead plants shall be replaced as necessary. Drought tolerant planting must be used in accordance with the city's landscape standards for water conservation.

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4. Irrigation:

Landscape areas shall have a permanent underground irrigation system.

Irrigation shall provide uniform precipitation for overhead areas and adequate water to maintain healthy plants. Check valves are required at the toe of all slopes to prevent low head drainage.

5. Landscape Preservation:

Planting areas which may be hit by automobiles or where drainage control is necessary shall be defined by a 6 inch curb or berm of reinforced concrete, brick, or block. A header-board protected by parking bumpers or other suitable permanent material may be approved by the Community Development Department. Header boards, walls or berms must also be provided between the back of a City sidewalk and a planting area to prevent soil from washing onto the sidewalk. Porous pavement surface methods approved by the City Arborist shall be provided within the drip line of existing trees in or near parking lots.

J. Accessible Parking

All accessible parking spaces shall be constructed and signed in accordance with state and local laws, and shall be located conveniently for use by disabled persons, as approved by the Community Development Department.

K. Driveways and Driveway Ramps

1. Driveway Widths:

Driveways shall be the same width as the curb opening (not including the transitions). They must be within the width limitations noted on Engineering Standard #2120. Exceptions may be granted in special circumstances by the Public Works Director or Community Development Director. Unless authorized by the Public Works Director, property owner, adjacent property owner, and the Community Development Director, the driveway ramp and transition must lie entirely in front of the property served. The Fire Department may require greater driveway widths to allow for proper emergency vehicle access.

2. Number of Driveways Permitted:

Only one driveway is allowed per street frontage for residential property unless the frontage exceeds 70 feet; then a maximum of 30 percent of the frontage may be in driveways. The total width of all driveways to commercial or industrial property shall not exceed 50 percent of the frontage of the property. Additional restrictions may be placed on driveways entering arterial streets in order to minimize the disruption to traffic.

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3. Abandoned Driveways:

As a condition of issuance of any driveway permit, all abandoned driveways and driveway ramps on the same property shall be removed, landscaped and the curb, gutter, and sidewalk properly restored.

L. Turnarounds

1. Deep Driveways:

Driveways which are over 100 feet long shall have a turnaround at the end allowing cars to safely exit in a forward direction. In some instances the Community Development Director may require turnarounds for shorter driveways.

2. Single-Family House Driveways:

Single family residential developments generally do not need to conform with this requirement unless there are extreme grade, fire hazard and/or alignment problems determined by the Community Development Director or Fire Marshall.

M. Signing

Except for R-1 zoned and R-2 zoned property, entrances and exits that are one-way shall be marked with an approved sign and pavement marking. Accessible, compact car, and loading spaces shall be signed with pavement marking or markings on wheel stops in accordance with state code and local laws. All pavement markings, striping, and signs shall be approved by the Community Development Department. Refer to Section J of this document.

N. Parking Lot Maintenance

It shall be the duty of the property owner to maintain and repair the parking lot and related improvements in accordance with the above standards and any other conditions imposed at the time of approval. If the Community Development Department finds that the lot is in need of maintenance or repair, to ensure public safety and welfare, the City may have the work done 30 days after a written notice to the property owner by the Director. Maintenance costs shall be applied as a lien against the property.

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O. Temporary Parking Lots

Parking lots and driveways which will be used for one year or less may be developed with Community Development Director approval. The Director may require a recorded agreement and/or cash surety to guarantee removal of the temporary parking, site restoration, and clean-up and/or repair of City streets. Such temporary facilities need not provide landscaping, striping and wheel stops as would otherwise be required for permanent facilities, but they shall meet all other parking and driveway design standards (parking space and driveway dimensions, aisle widths, and so on).

P. Common-Access Driveways

1. Where permitted: Common access driveways may be permitted in either of the following cases:
 - a. On lots of record (existing before the effective date of this section) if the Community Development Director approves an administrative use permit; or
 - b. In new subdivisions where a common driveway is proposed as part of subdivision approval.
2. Basic criteria: A common-access driveway must meet all of the following criteria:
 - a. The driveway must not be inappropriately located (for example, too close to a dwelling, play area or sloped bank).
 - b. It must be determined that there is no significant potential for conflict between the parties sharing the driveway because of its location, length, grade, usage, or other characteristics.
3. For residential uses: The following provisions apply to common-access driveways to serve premises zoned or used for residential purposes:
 - a. Before granting any permit authorizing construction of a common-access driveway or structures to be served by said driveway, the City shall require an easement and covenant to be filed with the County Recorder setting forth driveway usage rights and responsibilities for each parcel served. At minimum, the required easement or covenant shall include the following statements:
 - 1) All affected property owners will be jointly responsible for the improvement and maintenance of all parts of the common-access driveway.
 - 2) All parking on the commonly used portions of the driveway is prohibited.

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- 3) Any affected property owner may avail himself of the vehicle-removing authority granted private property owners in Section 22658 of the California Vehicle Code when any vehicle is parked in the common-access driveway so as to interfere with entry or access to a parcel it serves.
 - 4) Property owners agree to hold the City harmless from all claims of damages or liability arising from any action to tow away vehicles pursuant to subsection (3) immediately above.
 - 5) If the easement or covenant is abandoned or dissolved, each lot previously served by the common-access driveway shall be provided with standard access as required by these regulations.
- b. The driveway shall serve no more than four residential units unless special circumstances warrant the grant of an exception by the Community Development Director.
 - c. The Director or Planning Commission may add other requirements or conditions deemed necessary or appropriate.
 - d. The Community Development Department shall supply the Police Department with copies of all easements or covenants.
4. For commercial and industrial uses: Before granting any permit authorizing the construction of any common-access driveway to serve premises zoned or used for commercial or industrial purposes, the City may impose the requirements listed above for residential uses as well as any additional requirements or conditions it deems necessary or appropriate.

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