



CHAPTER 13.16 PARKING AND CIRCULATION

SCCC Chapter 13.16 is a new chapter that consolidates a number of SCCC sections including 13.10.550-578 as well as additional provisions from other code sections. The content of Chapter 13.16 relates to provision of site access, off-street vehicle parking (including both bicycle parking), driveway standards, and transportation-related site design standards for access and parking. Key changes to these standards include: a complete update to the bicycle parking ratios, location and design standards; a complete update to shower facility requirements; an updated calculation and organization of auto parking ratios; provision of electric vehicle infrastructure requirements; update to parking design per Santa Cruz County Design Guidelines, modern regulations and exceptions; removal of loading requirements for retail businesses less than 10,000 square feet; and new interior roadway, private roadway, and right-of-way definitions and design requirements. Also, new drive-through design standards have been added in section 13.16.091, and sight clearance triangle structure height limit standards have been moved to 13.16.093 from SCCC section 13.10.525.

The chapter also includes a transportation demand management (TDM) section (13.16.200) that was formerly included in SCCC Chapter 5.52. TDM requirements are revised and expanded such that TDM programs will be required for new development or at the time of a major alteration or enlargement for projects that meet one of the following criteria: 1) residential developments of 25 or more units; 2) non-residential developments with single employers or multitenant sites with 50 or more employees that arrive or leave work during peak periods; and 3) mixed use developments that meet either criteria (1) or (2).

In cases where text has been moved from other code sections, changes to existing text is shown in underline/strikethrough format.

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The purpose section is composed of text from existing SCCC sections 13.11.074, 13.10.550 and 5.52.010. These sections are proposed to be moved and consolidated into 13.16 as shown below. The introductory text from each section was modified to describe the purpose of 13.16 as related to parking, circulation and transportation demand management.

13.16.010 Purpose.

~~13.11.074 Access, circulation and parking.~~

(A) ~~It shall be an objective~~ The purpose of this chapter is to design pedestrian, bicycle and vehicle-circulation; and parking facilities to be safe, convenient, and readily understandable to all users. Access, circulation, and parking design shall relate to the surrounding land use context and reduce visual impacts through appropriate scaling, placement, and materials in order to create transportation facilities that provide multimodal circulation and access. ~~proposed development on adjoining properties.~~ It shall be an objective to reduce the visual impact and scale of interior driveways, parking, and paving. It shall be an objective of parking lot lighting design to relate to the site and building design and reduce off-site impacts.

~~13.10.550 Off-street parking and loading facility regulations.~~

(B) In order to alleviate or to prevent traffic congestion and shortage of curb spaces, on-street parking, off-street parking and loading facilities are required to be provided incidental to new land uses and major alterations and enlargements intensification of existing land uses. The number of parking spaces and the number of loading berths prescribed in this chapter or to be prescribed by the decision-making body Zoning Administrator shall be in proportion to the need for such facilities which is created by the particular type of land use. Off-street parking and loading areas are to be laid out in a manner which will ensure their usefulness, protect the public safety and where appropriate, insulate surrounding land use from their impact.



5.52.010 Purpose.

The purpose of this chapter is:

- (C) ~~(A) In order to reduce traffic congestion, improve air quality, effectively use roadway facilities, and reduce vehicle miles traveled (VMT), this chapter establishes. To establish transportation demand management programs and requirements for certain new and existing employers, and certain nonresidential developers, certain residential developers as defined in section 13.16.200, certain owners of multitenant complexes, and certain commercial/school/recreational sites in the County, that will help to reduce traffic congestion, and to improve air quality;~~
- (B) ~~To obtain the best possible use from existing and future local and regional transportation facilities;~~
- (C) ~~To comply with State law which requires each local jurisdiction to adopt a trip reduction ordinance in accordance with the County's congestion management program;~~
- (D) ~~To serve as the locally adopted ordinance which the Monterey Bay Unified Air Pollution Control District (MBUAPCD) will rely upon for its employer trip reduction program;~~
- (E) ~~To assist certain employers in identifying and utilizing cost-effective programs and methods to reduce vehicle trips made by employees;~~
- (F) ~~To achieve an average vehicle ridership (AVR) of 1.35 by the end of the year 1998 for all uses encompassed by this chapter.~~

New definitions are added as appropriate for the purpose of identifying the meaning of terms used in a specific context in SCCC 13.16. Definitions are consistent with other titles, as appropriate and where they exist in other titles of the SCCC.

13.16.020 Definitions.

- (A) "Alley" means a passage or way open to public travel permanently reserved primarily for vehicular service access to the rear or side of properties otherwise abutting on a street.
- (B) "Bicycle" means a device upon which a person may ride, propelled through a belt, chain, or gears, and having one or more wheels. "Bicycle" shall also include mopeds as defined in the California Vehicle Code.
- (C) "Bicycle Parking Facilities" are defined as:
 - (1) "Class 1 bicycle parking facility" means a locker, individually locked enclosure or supervised area within a building providing protection for each bicycle therein from theft, vandalism and weather.



- (2) “Class 2 bicycle parking facility” means a bicycle rack constructed so as to enable the bicycle to have two points of contact and allow the user to secure a bicycle by locking the frame and one wheel.
- (D) “Bicycle rack” means a device to which bicycles can be securely attached for parking purposes.
- (E) “County Design Criteria” means the County of Santa Cruz “Design Criteria for Streets, Storm Drains, Sanitary Sewers and Water Sewers,” as developed by the Public Works Department, approved by resolution of the Board of Supervisors, incorporated by reference herein, and kept on file in the office of the Public Works Department.
- (F) “Davenport/Swanton Designated Area” or “DASDA” is defined in SCCC 13.10.694(C).
- (G) “Interior Driveway” means an open vehicular passageway, drive aisle, or private access corridor in the Urban Services Line (USL) or Rural Services Line (RSL) that is not a through road or a publicly maintained right-of-way and used to access three to four residential primary dwelling units.
- (H) “Interior Roadway” means an open passageway in the USL or RSL that
(1) is not a publicly maintained roadway, is not a through road to a publicly maintained roadway, and is not planned to become a through road to a publicly maintained roadway. Connections within the development, such as loop roads would not be considered as a through road for this purpose;
(2) has been offered to the County for dedication but has been declined; and
(3) is used to access five or more residential primary dwelling units or is used to access mixed use developments.
- (I) “Intensification of Use” means any change or expansion of a use which will result in both a greater than 10 percent increase in vehicle trips and more than 110 new daily vehicle trips.
- (J) “Live Oak Designated Area” or “LODA” is defined in SCCC 13.10.694(C).
- (K) “Off-street loading berth” means a portion of a site designated for the parking of a vehicle, truck, van, or semitrailer while it is being loaded or unloaded.
- (L) “Off-street parking facility” means a site or a portion of a site devoted to the off-street parking of motor vehicles, including parking spaces, aisles, access drives and landscaped areas.
- (M) “Road or Street” means a public or private access way offered for dedication, whether accepted into the public street system by the County or not.



- (N) "Sea Cliff/Aptos/La Selva Designated Area" or "SALSDA" is defined in SCCC 13.10.694(C).
- (O) "Transit Priority Area" means the area within 0.5 miles of an existing or planned major transit stop as defined by Public Resources Code Section 21064.
- (P) "Vehicle" means a device by which any person or property may be propelled, moved or drawn upon a highway, excepting a device moved by human power or used exclusively upon stationary rails or tracks.
- (Q) "Vehicle Miles Traveled" means the number of miles traveled by light duty passenger vehicles.
- (R) "Vertical Bicycle Parking" means a bicycle parking facility which allows a bicycle to be parked with wheels lifted off the ground with at least one wheel no more than 12 inches above the ground.

Section 13.16.030 (A) below originates from 13.10.551(A) whereas (B) comes from 13.10.575 and (C) comes from 13.10.551(A). Most of the text proposed for removal is to remove redundancy. For example, definitions, parking requirements, and exceptions are all included in other sections of Chapter 13.16.

13.16.030 Applicability. ~~13.10.551 Off-street parking facilities required.~~

(A) In all zone districts, in connection with every use, there shall be provided at the time of initial occupancy of a site, ~~or construction of a structure, or intensification of use of a site or structure,~~ transportation improvements related to site access and circulation, roadway and roadside improvements per SCCC 15.10, off-street parking spaces for vehicles automobiles and bicycles, ~~as well as transportation demand management measures~~ in accordance with requirements prescribed in this chapter, ~~except as otherwise provided in this subsection and as provided in subsection (C) of this section for historic resources, as defined in SCCC 16.42.030.~~ For the purposes of this chapter, "parking space" shall mean a space conforming to the standards set forth in SCCC 13.10.554 and maintained open, clear and available for the parking of motor vehicles. Also, for the purpose of this chapter the term "major alteration or enlargement" shall mean an addition, remodel or change of residential use which would increase the number of parking spaces required by more than 10 percent of the total required; or an addition, remodel or change of nonresidential use which would increase the number of required parking spaces by both more than 10 percent and more than two spaces. If, in the application of the requirements of this chapter, a fractional number is obtained, one parking space shall be provided for a fraction of one-half or more, and no parking spaces shall be required for a fraction of less than one-half.

(B) ~~13.10.575 Existing uses~~ No existing use of land or structure shall be deemed to be a nonconforming use or a nonconforming structure solely because of the lack of off-street



parking facilities or off-street loading facilities prescribed in this chapter; provided, that facilities being used for off-street parking and off-street loading at the time of the adoption of this chapter shall not be reduced in capacity to less than the number of spaces or berths prescribed in this chapter or reduced in area to less than the minimum standards prescribed in this chapter. [Ord. 3432 § 1, 1983]

(C) For any major alteration or enlargement, non-residential intensification of use additional off-street parking shall be provided for the additional increment of square footage or use, but only if the additional increment of square footage would result in more than 2 vehicle spaces. For residential uses, additional off-street parking shall be provided for the additional increment of square footage or bedrooms based on the requirements in SCCC 13.16.050. affecting a nonresidential structure or use for which the existing parking is or would become nonconforming, additional off-street parking shall be required only for the additional increment of square footage or use.

SCCC 13.16.040 is entirely new. Previously, bicycle parking ratio requirements were combined with vehicle parking ratio requirements. Bicycle parking design standards were provided in 13.10.560. Section 13.16.040(C) below replaces 13.10.560.

13.16.040 Bicycle parking requirements.

(A) Bicycle parking facilities shall be provided for any new building, intensification of use, or for any change in use resulting in a 10 percent increase in the required number of bicycle parking spaces if that 10 percent increase is greater than two spaces. At a change in use, the new use may use vehicle parking to provide the required bicycle parking, at the discretion of the decision-making body, if it is not feasible to otherwise provide the required amount of bicycle parking and subject to the same requirements of section (D)(1) below.

(B) Bicycle Spaces and Type Required. Bicycle parking quantity and type shall be provided in accordance with the following schedule, with fractional quantity requirements over one-half to be rounded up. Each bicycle parking space shall be no less than six feet long by two feet wide and shall have a bicycle rack system in compliance with the requirements in the following Table 13.16.040-1: Bicycle Parking Spaces Required:

Table 13.16.040-1: Bicycle Parking Spaces Required		
Use	Number of Bicycle Parking Spaces	Classification
<u>Commercial, industrial, office, retail, service</u>	<u>15% of vehicle parking requirement prior to any reductions applied. Minimum of 2 spaces.¹</u>	<u>Minimum 20% Class 1 80% Class 2</u>
<u>Multifamily residential (apartments and condominiums)</u>	<u>1 space per unit plus 20% guest parking.</u>	<u>100% Class 1 in garages or secure accessible indoor areas count 1 space per 4 units Class 2</u>
<u>Townhomes</u>	<u>20% guest parking</u>	<u>100% Class 2</u>





Table 13.16.040-1: Bicycle Parking Spaces Required		
Public facility	35% of vehicle parking, prior to any reductions applied.	Minimum 10% Class 1 90% Class 2
Schools	1 space per 3 students prior to any reductions applied.	100% Class 2 secured, covered
Visitor accommodations	1 space per 5 rooms/beds prior to any reductions applied.	Minimum 10% Class 1 90% Class 2

1. See SCCC 13.16.040(D) for exceptions.

(C) Location and Design of Facilities.

- (1) Bicycle parking shall be located in close proximity to the building’s entrance and clustered in groups not to exceed 10 spaces each. If there are separate customer and employee entrances bicycle parking shall be distributed near both entrances for the convenience of both users.
- (2) Bicycle parking facilities shall support bicycles in a stable position without damage to wheels, frame or other components. The inverted “U” style rack shall be used for Class 2 parking unless parking is incorporated into street furniture or art as specified in subsection (5). Racks must be easily usable with both U-locks and cable locks. Racks should support the bicycles in a stable upright position so that a bicycle, if bumped, will not fall or roll down. Racks that support a bicycle primarily by a wheel, are damaging to wheels and thus are not acceptable.
- (3) Bicycle parking facilities shall be located in highly visible, well-lighted areas to minimize theft and vandalism.
- (4) Bicycle parking facilities shall be securely anchored to the lot surface so they cannot be easily removed and shall be of sufficient strength to resist vandalism and theft.
- (5) Bicycle parking facilities shall not impede pedestrian or vehicular circulation, and should be harmonious with their environment both in color and design. Facilities should be incorporated whenever possible into street furniture or art, while complying with other provisions of this section 13.16.040.
- (6) Bicycle parking facilities shall provide sufficient spacing to allow for unobstructed access. When placed parallel to a wall, a rack must be at least three feet away from any vertical obstruction. If the bicycle rack is only two feet away, such rack would only satisfy one required bicycle parking space. When placed perpendicular to a wall, the rack must be at least two feet and preferably three feet away from the vertical obstruction. A standard bicycle sticks out about two feet from a standard inverted U or circular rack. A minimum four foot pedestrian aisle shall be provided to enter and leave the facility for either Class 1 or Class 2 parking. Lockers or other secure parking (Class 1 parking) shall be located to allow sufficient space for doors to open. See Figure



13.16.040-1 below demonstrating aisle width requirements for bicycle parking configurations assuming a parked bicycle's wheel extends approximately two feet from the rack.

(7) Where direct access to the bicycle parking area is not provided from the street a minimum five foot wide hallway shall be provided unless such access is in the unused corner of a parking garage or lot in which case the access may be three feet as shown in Figure 13.16.040-2 below.

(8) In the public right-of-way clearance between a building and parking shall have a width of at least 72 inches to the front or rear of a bicycle parked in the facility. See Figure 13.16.040-3 below.

(9) The outside ground surface shall be paved or finished in a way that avoids the creation of mud and dust, such as with the use of concrete, asphalt, pavers, or tile.

(10) Bicycle parking facilities within vehicle parking areas shall be separated by a physical barrier, such as curbs, wheel stops, bollards or other similar features, to protect bicycles from damage by vehicles.

(11) Vertical bicycle parking shall enable the bicycle to be locked to a rack or other object permanently affixed to a wall. A minimum of 16 inches of distance between racks are required to allow for easy mounting which is measured from the mid-point of one rack to the mid-point of another rack. The required aisle space is five feet and is measured from the outer edge of the bicycles.



Figure 13.16.040-1: Design Standards for Off Street Bicycle Parking

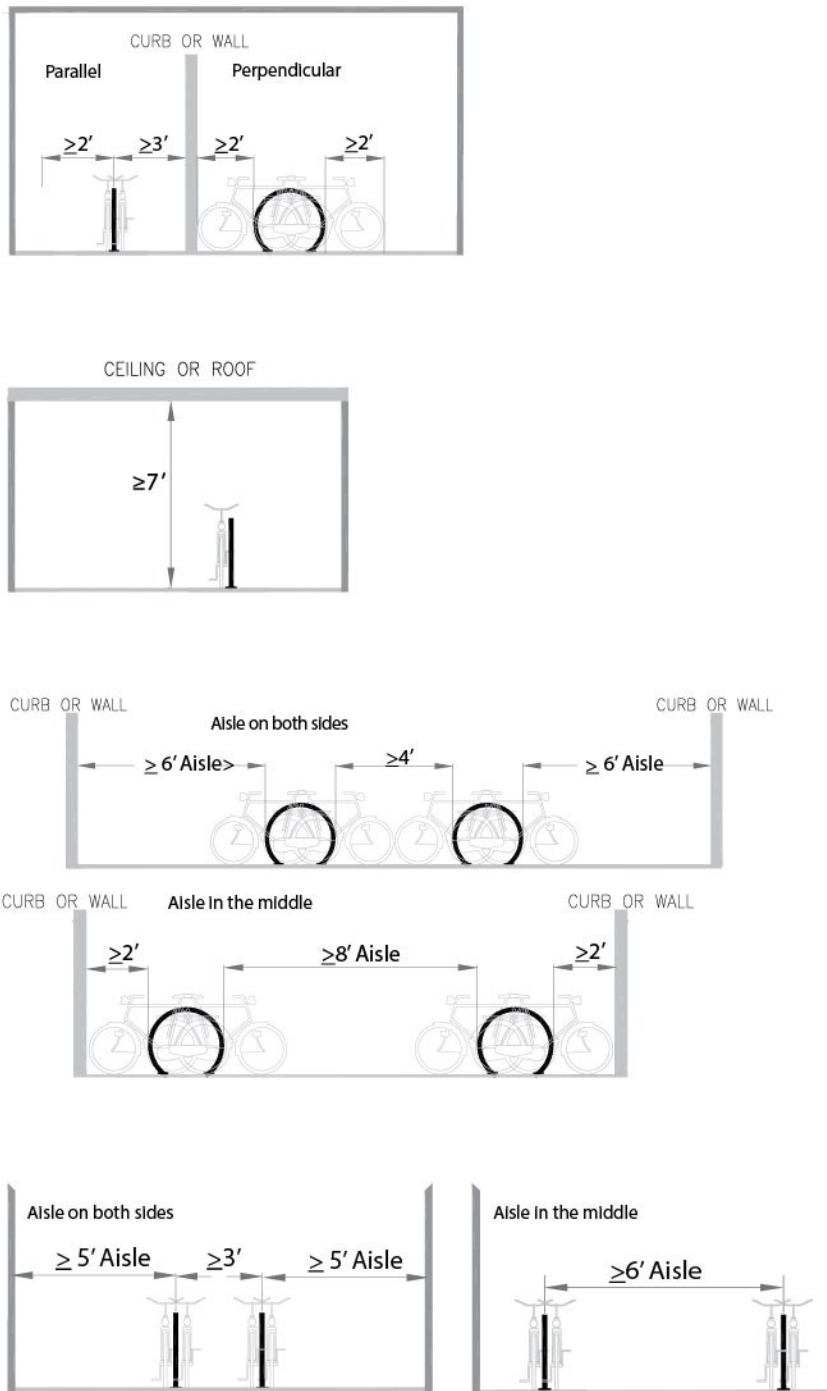
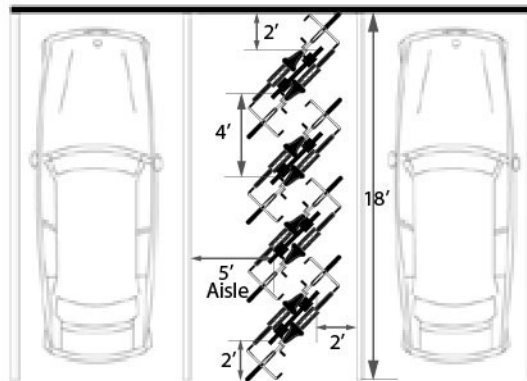
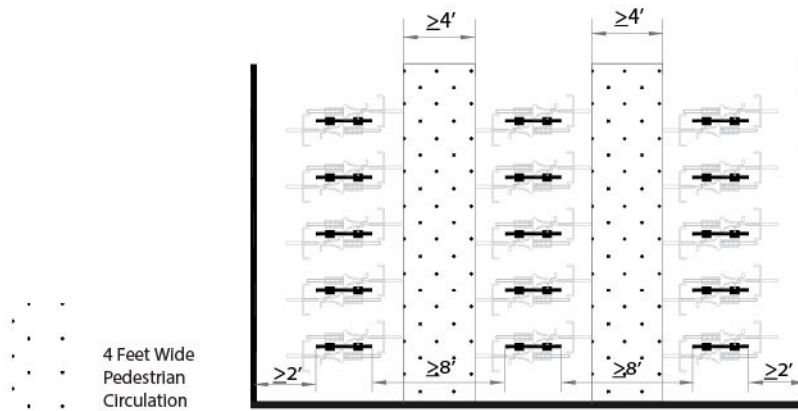




Figure 13.16.040-2: Access and Design Standards for Off Street Bicycle Parking



Recommended configuration for 4 racks, 3 racks may be spaced evenly apart with similar configuration for access.

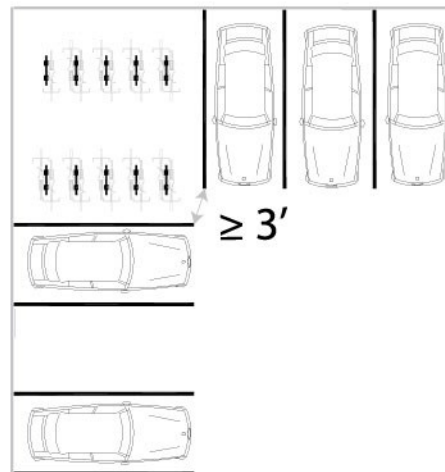
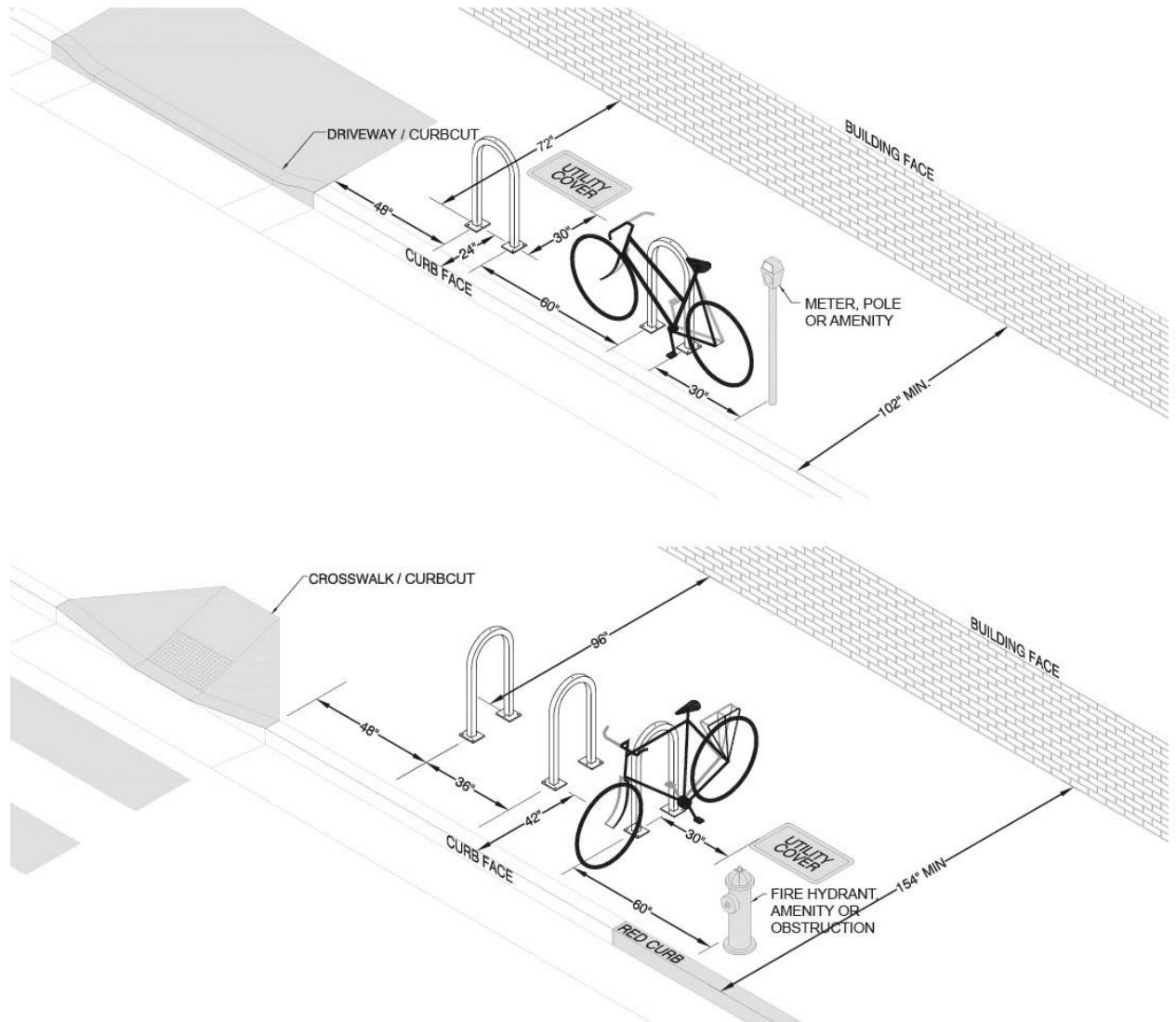




Figure 13.16.040-3: Bicycle Rack Parking Design Standards in Public Right-of-Way



(D) Exceptions to Requirements.

(1) Substitution of Vehicle Parking with Bicycle Parking. Subject to Planning Director approval, new and preexisting developments may convert up to 10 percent of their required vehicle spaces to unrequired additional bicycle parking, as long as the spaces are conveniently located near the entrance and a parking study prepared by a qualified transportation professional demonstrates that parking demand will not exceed 85



percent of supply. Converted parking spaces must yield at least three racks or six bicycle parking spaces per vehicle space.

- (2) Vertical Bicycle Parking. Subject to Planning Director approval, when the number of bicycle parking spaces required is not feasible due to site constraints, up to 30 percent of the parking may be substituted with vertical bicycle parking spaces.
- (3) If the number of bicycle parking spaces calculated based on the requirements of SCCC 13.16.040 exceeds 50 for commercial, industrial, office, retail, or service land uses, the applicant may request a reduction subject to approval by the decision-making body.
- (4) Where the provision of bicycle parking is physically not feasible, the requirements may be reduced to a feasible level subject to approval by the decision-making body.

This section is entirely new. Previously showers were only provided as a voluntary incentive as a TDM measure.

13.16.041 Shower facility requirements.

(A) Employee shower facilities in compliance with ADA standards shall be provided for any new commercial building constructed or for any intensification of use of any existing building in compliance with the following Table 13.16.041-1: Shower Facility Requirements:

<u>Table 13.16.041-1: Shower Facility Requirements</u>		
<u>Use</u>	<u>Gross Floor Area of New Construction (Square Feet)</u>	<u>Number of Showers</u>
<u>Industrial, manufacturing, and medical, general business office or financial service</u>	<u>0 – 12,499</u>	<u>No requirement</u>
	<u>12,500 – 29,999</u>	<u>1</u>
	<u>30,000 – 49,999</u>	<u>2</u>
	<u>50,000 and up</u>	<u>4</u>
<u>Retail, eating and drinking and personal service</u>	<u>0 – 24,999</u>	<u>No requirement</u>
	<u>25,000 – 99,999</u>	<u>1</u>
	<u>100,000 and up</u>	<u>2</u>

- (1) Shower facilities shall include at least one personal locker for every twenty employees. If only one shower is provided it must be designed as a unisex facility that is accessible to disabled individuals.
- (2) As an alternative to including shower facilities within a building, a new business may submit a written agreement for employees to utilize existing shower facilities of a business within three hundred feet of the project’s property lines.



SCCC 13.16.050 replaces 13.10.552, 13.10.553 and 13.10.554. Some of the original text is retained; however, text has been rearranged to present a more streamlined and cohesive approach. The parking ratios and the land use categories have been updated to reflect current industry standards and other relevant local examples. In some cases, the parking ratios were increased, in others decreased, and in others they were held the same.

13.16.050 Off-street vehicle parking spaces required.

- (A) Off-street parking facilities prescribed in this chapter as shown in Table 13.16.050-1: Off Street Vehicle Parking Spaces Required, shall be located on the same site as the use for which the spaces are required, or on an adjoining site or separated only by an alley from the use for which the spaces are required except as provided for in SCCC 13.16.070 below.
- (B) For projects with more than one land use, the number of parking spaces shall be calculated for each land use. The total number of parking spaces provided shall be equal to the sum of the requirements for all land uses. Where the computation of required parking spaces produces a fractional result, fractions of one-half or greater shall be rounded up.
- (C) Any use not specified in this schedule shall require the same number of spaces as the most similar use, as determined by the Planning Director.
- (D) Parking arrangements as described in SCCC 13.16.070 may reduce the total number of required spaces.

Table 13.16.050-1: Off Street Vehicle Parking Spaces Required	
<u>Use</u>	<u>Requirement</u>
<u>Commercial & Industrial¹</u>	
<u>Dine-in Restaurants², Bars and Coffee Shops with 13 or more seats</u>	<u>1 per 100 gross square feet (GSF)</u>
<u>Retail, Commercial Services, Shopping Centers, Convenience Stores, Supermarkets, Fast Food and Cafés with 12 seats or less</u>	<u>1 per 300 GSF</u>
<u>Physical fitness facilities: athletic clubs, gymnasiums, other physical recreation facilities.</u>	<u>1 per 150 GSF</u>
<u>Offices and laboratories</u>	<u>1 per 300 GSF or 1 per 350 GSF if in transit priority area³</u>
<u>Medical Offices</u>	<u>1 per 225 GSF</u>
<u>Visitor Accommodations (Type A and B)</u>	<u>1 per room or unit</u>
<u>Manufacturing and other industrial uses except warehousing and self storage</u>	<u>1 per 600 GSF and 2 minimum</u>
<u>Warehousing</u>	<u>1 per 1,000 GSF</u>



Table 13.16.050-1: Off Street Vehicle Parking Spaces Required		
Use	Requirement	
Self Storage	1 per 10,000 GSF plus 1 per 500 GSF of accessory office space.	
Public and Quasi Public Facilities		
Hospital	0.5 for each bed plus 1 for each employee on peak shift	
Emergency Shelter	1 space per 7 beds plus 1 space for each awake overnight staff person	
Libraries, museums, art galleries, churches, night clubs, entertainment venues, assembly halls and other places of public assembly.	1 for each 3 seats or for each 3 persons of design occupancy load if no seats	
Elementary school and junior high school	2.25 per classroom or teaching station	
High School	1 per employee plus 1 per 6 students	
College, university, professional or trade school	1 per employee plus 1 per 3 students	
Care Facilities		
Day Care Centers (not including family care homes) or Residential Care	1 per every 5 persons for whom care is provided, plus 1 for the resident owner or manager	
Nursing Homes and Assisted Living Facilities	1 per 3 beds/rooms plus 1 per employee on peak shift	
Residential^{4,7}		
Detached Single Family, Duplexes and Mobile Homes including employee housing	1 Bedroom	1
	2 -3 Bedrooms	2
	4 Bedrooms or more	3
Attached Single Family (Townhomes)	1 Bedroom	1 per unit plus 20% guest parking
	2+ Bedrooms	2 per unit plus 20% guest parking
Permanent Room Housing and Single Room Occupancy	1 space per separately leasable room	
Senior Housing and Transitional Housing ⁵	0.5 spaces per unit minimum 1 space per unit maximum	
Multifamily ⁶	Units less than or equal to 750 GSF	1 per unit plus 20% guest parking (30% in LODA/SALSDA/DASDA) or 1 per unit if in transit priority area ³
	Units greater than 750 GSF	2 per unit plus 20% guest parking (30% in LODA/SALSDA/DASDA) or 1.5 per unit if in transit priority area ³
Accessory Dwelling Units	Up to 1 per unit: See SCCC 13.10.681 for details and exceptions	



1. Auto storage areas associated with commercial services do not count as parking.
2. Includes indoor and outdoor dining establishments.
3. Transit priority area (TPA) parking reductions are optional and are not allowed for in the LODA/SALSDA/DASDA. TPA is defined by Public Resources Code Section 21064.
4. Residential projects that qualify for a density bonus pursuant to SCCC 17.12 may use the alternative (state) parking standards provided in that chapter.
5. Transitional housing may be located in any type of residential structure (Single-family, condominium, SRO/PRH, multi-family, etc.) and state law requires it be treated as the same as any other residential use in the same zone. Apply the parking standards for the structure type in which the transitional housing project is proposed, per the table above, unless the project qualifies for parking reductions based on state law, depending on project type, occupant type, etc.
6. Managers units are required to have the same parking ratio as other units.
7. Guest parking shall be provided as common parking accessible to all parcel occupants and visitors.

Text in this section originates from SCCC 13.10.552(D) and (E).

(E) Maximum. The maximum number of parking spaces allowed shall not exceed by more than 10 percent the requirements as established above, unless approved under an alternate parking plan such as for off-site, shared, or consolidated parking strategies. unless determined by the approving body to be necessary due to special circumstances of the use intended.

(F) Accessible Parking. Parking spaces specifically designed, located and reserved for vehicles licensed by the State for use by persons with disabilities shall be provided in each parking facility of one or more spaces according to the following table 13.16.050-2: Accessible Parking Spaces Required. See current California Building Code for accessible parking requirements for outpatient and rehabilitation facilities.

Table 13.16.050-2: Accessible Parking Spaces Required	
Total Off Street Spaces Required	Maximum Number of Accessible* Spaces Required
1—25**	1
26—50	2
51—75	3
76—100	4
101—150	5
151—200	6
201—300	7
301—400	8
401—500	9
501—1,000	***Two percent of the total parking
1,001 and over	****20 plus 1 for each 100, or fraction thereof over 1,001.

(1) *Van space(s). One in every eight accessible spaces, but not less than one for residential and two for commercial and tourist uses, shall be served by an access aisle 96 inches wide, minimum, and shall be designated van accessible. All such spaces shall be grouped on one level of any parking structure.

** Less than five spaces. When less than five spaces are provided at buildings and facilities subject to these regulations, one shall be 14 feet wide and lined to provide a nine-foot parking area and a five-foot loading and unloading area. However, there is no



~~requirement that the space be reserved exclusively or identified for use by persons with disabilities only.~~

Text in this section originates from SCCC 13.10.554(A)(4).

- (2) ~~***~~ Accessible parking spaces shall be located ~~as near as practical to~~ the shortest accessible route from parking to a primary entrance. Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In parking facilities which do not serve a particular building, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility. In buildings with multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to the accessible entrances.
- (3) ~~****~~ Accessible ~~Such~~ parking spaces shall be located in an area with a slope not exceeding two percent, and shall connect to an accessible path of travel. ~~and shall be near or convenient to a level or ramped entrance, with a slope not exceeding five percent.~~
- (4) Accessible parking spaces shall be assigned and restricted for use by persons with disabilities only.

Text in this section originates from SCCC 13.10.553(E).

(G) Compact Car Parking. Except for mobile homes in mobile home parks, where one required parking space may be a compact space, a proportion of the total spaces otherwise required by the schedule of off-street parking requirements may be designed and marked for compact car use according to the following table 13.16.050-3: Compact Parking Spaces Required:

Table 13.16.050-3: Compact Parking Spaces Required	
Total Spaces Required	Allowable Percentage of Compact Car Spaces
0—5	0
6—50	10%
51—80	30%
81 or more	40%

(H) Electric Vehicles. Electric vehicle supply equipment shall be installed as required by the California Green Building Standards Code (CAL Green) of California Building Standards regulations chapters 4 and 5.

Text in this section originates from SCCC 13.10.552(A)(3).

(I) No replacement mobile home may be installed in a mobile home park prior to approval of a parking certification or an exception. No mobile home transport permit for the movement of a



replacement mobile home over County-maintained roads to a mobile home park in the unincorporated portion of the County shall be approved or issued by the Department of Public Works prior to approval of a parking certification or an exception.

SCCC 13.16.060 replaces 13.11.074 and much of 13.10.554. Some code from 13.10.555 related to location of parking facilities. Much of the original text is retained here; however, text has been rearranged to present a more streamlined and cohesive approach. Deletions relating to landscaping requirements were made to be more consistent with state CalGreen requirements and reduce complexity in site design mandates.

13.16.060 Vehicle parking design standards.

Text in this section originates from SCCC 13.10.554.

Off-street parking facilities for all development other than single family homes ~~autos~~ shall conform with the following standards:

Text in this section originates from SCCC 13.11.074(B)(1)(a).

(A) Location. ~~The s~~ Site design shall minimize the visual impact of pavement and parked vehicles. ~~(1) Parking design shall be an integral element of the site design. Siting by siting buildings toward the front or middle portion of the lot and parking areas to the rear or side of the lot unless otherwise approved pursuant to SCCC 13.10.230. is encouraged where appropriate. See Santa Cruz County Design Guidelines for more information.~~

Text in this section originates from SCCC 13.10.555(A)-(C).

- (1) In residential districts ~~an RA, RR, R-1, RM, or PR District,~~ off-street parking facilities prescribed in this chapter shall be located on the same site as the use for which the spaces are required, or on an adjoining site or separated only by an alley from the use for which the spaces are required.
- (2) In commercial and mixed use districts, ~~a CT, C-1, C-2, C-4, PF, PA, VA, M-1, M-2 or M-3 District,~~ off-street parking facilities prescribed in this chapter shall be located within 300 feet (91.4 meters) of the use for which the spaces are required, measured by the shortest route of pedestrian access.
- (3) Off-Site Parking Facilities. Where parking cannot be provided on-site to meet the requirements of this chapter, the requirements for parking facilities may be satisfied by the permanent allocation of the required number of spaces for each use in either a shared-use or in an exclusive-use off-site parking facility. An easement for the life of the business ~~in perpetuity,~~ attached to the land for which the application is being made, granting such off-site parking rights shall be recorded in the office of the County Recorder. The easement shall designate the off-street parking facility and the uses or



structures to be served, with legal descriptions of the sites involved, and shall specify the hours of operation, provide for maintenance, and certify that the easement shall not be terminated and that the off-street parking facility shall not be used for any other purpose unless a development permit amendment has been approved pursuant to Chapter ~~SCCC~~ 18.10-~~SCCC~~ either eliminating the requirement for the parking facility or approving alternative parking facilities.

Text in this section originates from SCCC 13.11.074(C)(3).

(B) Parking Structures. Parking within structures including basement and roof parking is encouraged in order to minimize asphalt pavement and maximize open areas. The visual impact of parking structures shall be reduced by landscaping and other appropriate screening from public streets and adjacent residential areas.

Text in this section originates from SCCC 13.11.074(D).

(C) Lighting. ~~It shall be an objective of~~ Lighting design ~~to~~ shall relate to the site and building design and reduce off-site impacts.

(1) All site, building, security and landscape lighting shall be directed onto the site and away from adjacent properties, so as not to cause annoying glare or illumination. Light sources shall not be visible from adjacent properties. Light sources can be shielded by landscaping, structure, fixture design or other physical means. Building and security lighting shall be integrated into the building design.

(2) All lighted parking and circulation areas shall utilize low-rise light standards or light fixtures attached to the building. Light standards shall not exceed a ~~to a~~ maximum height of 15 feet ~~are allowed.~~

(3) Area lighting shall be consistent with California Green Building Standards Code and California Energy Code for outdoor lighting requirements. ~~high-pressure sodium vapor, metal halide, fluorescent, or equivalent energy-efficient fixtures.~~

Text removed in this section is from SCCC 13.10.554(G).

~~(G) If the parking area is illuminated, lighting shall be deflected away from the abutting residential sites so as not to cause annoying glare.~~

Text in this section originates from SCCC 13.11.074(C) and 13.10.554(H).

(D) Landscaping. ~~It shall be an objective of~~ Landscaping shall ~~to~~ accent the importance of driveways screen parking from the street, frame the major circulation aisles, emphasize pedestrian pathways, and provide shade ~~and screening.~~ Landscaping requirements for projects ~~subject to the design standards found in Chapter 13.11 SCCC shall conform to SCCC 13.11.074(C).~~ Projects not subject to the design standards found in Chapter 13.11 SCCC ~~shall conform to the following standards:~~



(1) A comprehensive landscape plan shall be submitted for review and approval for developments requiring five ~~vehicle automobile~~ parking spaces or more. ~~A minimum of one tree for each five parking spaces shall be provided.~~ The plan shall indicate existing and proposed trees, shrubs and ground cover and delineate species, size, placement and irrigation methods. ~~The plan shall include species from the recommended species list (or other approved equivalent species) for the specific plant community of the project.~~ Landscape plans shall be required to be prepared by the project designer, architect, a registered landscape architect, or other qualified individual.

(2) Parking lot landscaping shall be designed to visually screen parking from public streets and adjacent uses. Techniques to achieve screening include: the use of mixed planting which incorporates trees, shrubs, and groundcovers; mounds; low walls; parking set below grade; or a combination of these techniques which achieves this function. See Santa Cruz County Design Guidelines for more information.

~~(3) Parking lots shall be landscaped with large canopy trees to sufficiently reduce glare and radiant heat from the asphalt and to provide visual relief from large stretches of pavement. A landscape strip shall be provided at the end of each parking aisle. A minimum five-foot-wide landscape strip (to provide necessary vehicular back-out movements) shall be provided at dead-end aisles.~~

(3) Shade trees shall be installed to provide shade over 50 percent of the parking area within 15 years or as specified in the most current California Green Building Standards Code (See 5.106.12). Trees shall be provided in sufficient size and quantity to adequately screen and soften the effect of the parking area within the first year. At least 25 percent of the trees required for parking lot screening shall be 24-inch box size when planted; all other trees shall be 15-gallon size or larger when planted. A minimum of one tree for every five parking spaces shall be provided. ~~(5) — Landscaping shall be planted in the ground or in approved planters.~~ Planting areas for trees required within parking rows should be achieved by one of the following methods (see Figures 13.16.060-1 and 13.16.060-2 -2):

(a) A continuous landscape strip, at least five feet wide ~~net~~, between rows of parking spaces; or

(b) Tree wells, at least eight feet wide, resulting from the conversion of two opposing full-sized spaces to compact spaces; or

(c) Tree wells, at least five feet square, placed diagonally between standard or compact car spaces.



Figures 13.16.060-1 and 2 originate from SCCC 13.11.074 Figure 2.

Figure 13.16.060-1: Parking Lot Landscaping Strip Options

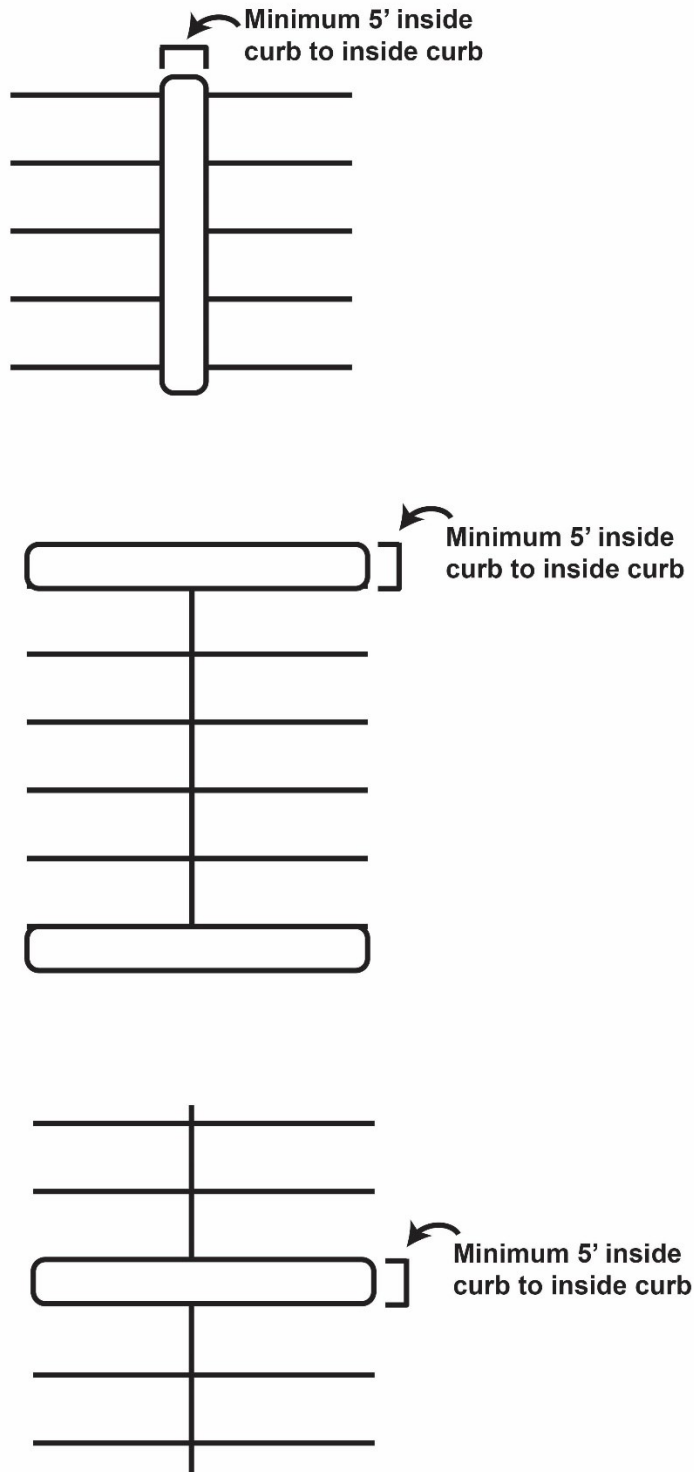
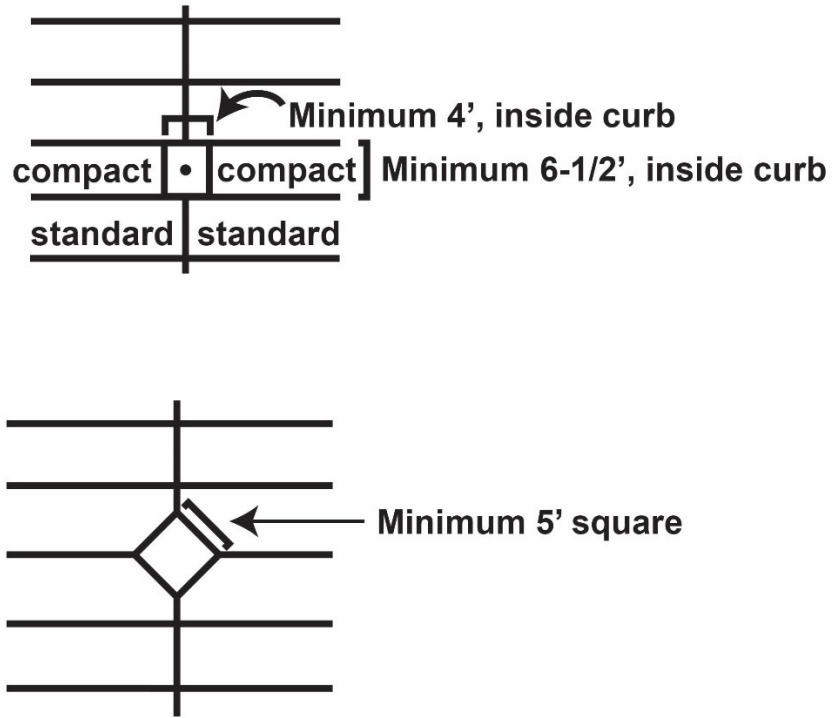




Figure 13.16.060-2: Parking Lot Tree Well Options





Text in this section originates from SCCC 13.11.074(A) and (C) and 13.10.554(H).

(4) As appropriate to the site use, required landscaped areas next to parking spaces or driveways shall be protected by a minimum six-inch-high curb or wheel stop, such as concrete, masonry, railroad ties, or other durable materials.

(5) Where a site adjoins a residential zone district, landscaping shall be used to provide ensure privacy and screen unsightliness.

(6) Hose bibs shall be conveniently located for hand watering, or an irrigation system shall be installed to ensure that all landscaping is permanently maintained.

~~(7) Where an interior driveway or parking area parallels the side or rear property line, a minimum five-foot-wide net landscape strip shall be provided between the driveway and the property line. Where the interior driveway occurs between commercial or industrial properties with like zoning, the five-foot net landscape strip can be divided leaving a minimum two-foot net at the property line and the balance three feet net of landscaping on the other side of the driveway.~~

~~(10) Entry drives on commercial or industrial projects greater than 10,000 square feet should include a five-foot minimum net landscaped median to separate incoming and outgoing traffic, where appropriate.~~

Text in this section originates from SCCC 13.11.074(A).

(E) Size of Parking Spaces.

(1) Each standard size parking space shall be not less than 18 feet (5.5 meters) in length and eight and one-half feet (2.7 meters) in width, exclusive of aisles and access drives. (See Figures 13.16.060-3 through 13.16.060-5.)

(2) Each compact car parking space shall be not less than 16 feet (4.9 meters) long and seven and one-half feet (2.3 meters) wide.

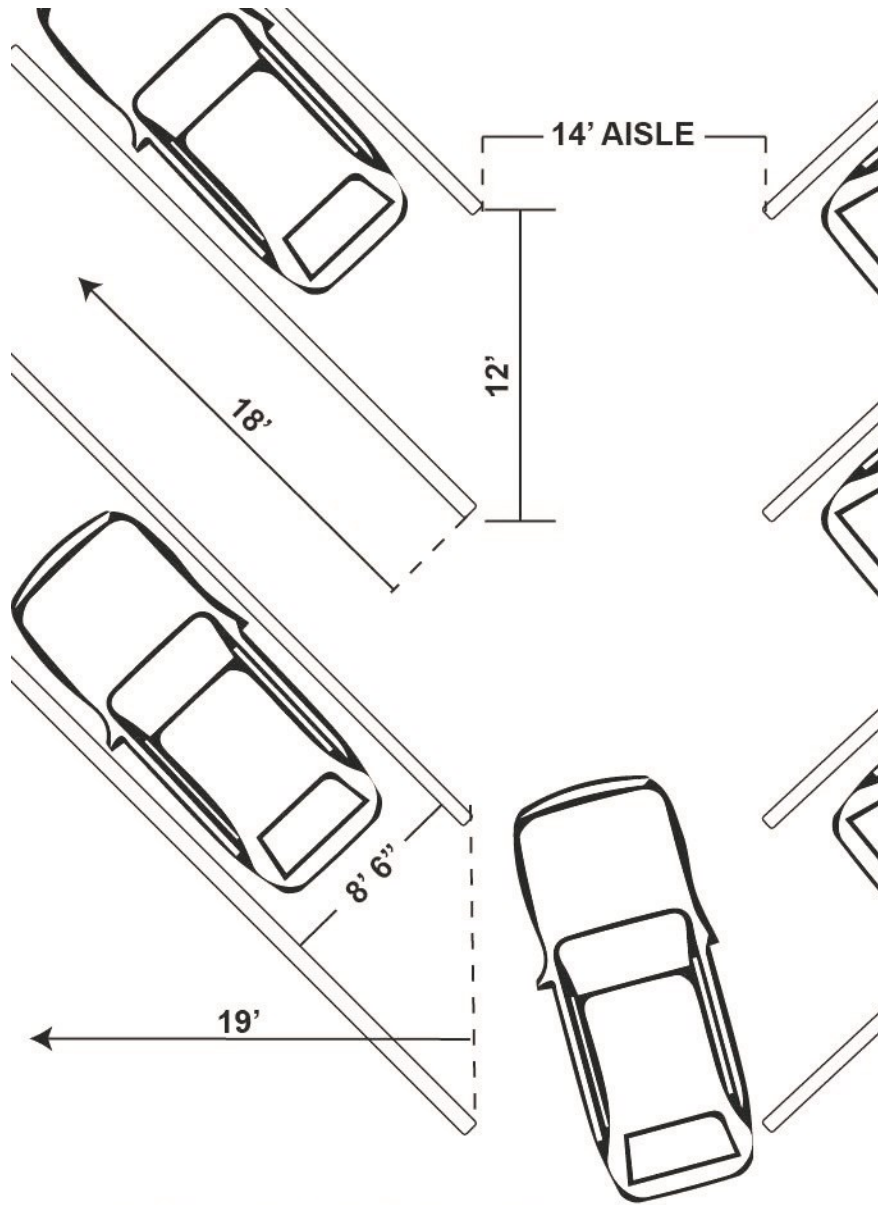
(3) All parking spaces shall have a vertical clearance of not less than seven and one-half feet (2.3 meters) for standard parking spaces and eight feet two inches for ADA parking spaces.

(4) Where single accessible parking spaces are provided, they shall be 14 feet wide and outlined to provide a nine-foot parking area and a five-foot loading and unloading access aisle on the passenger side of the vehicle. When more than one accessible parking space is provided, in lieu of providing a 14-foot-wide space for each parking space, two spaces can be provided within a 23-foot area lined to provide accessible parking as required by this section.



Figures 13.10.060-3, 4 and 5 originate from SCCC 13.11.074 Figure 1.

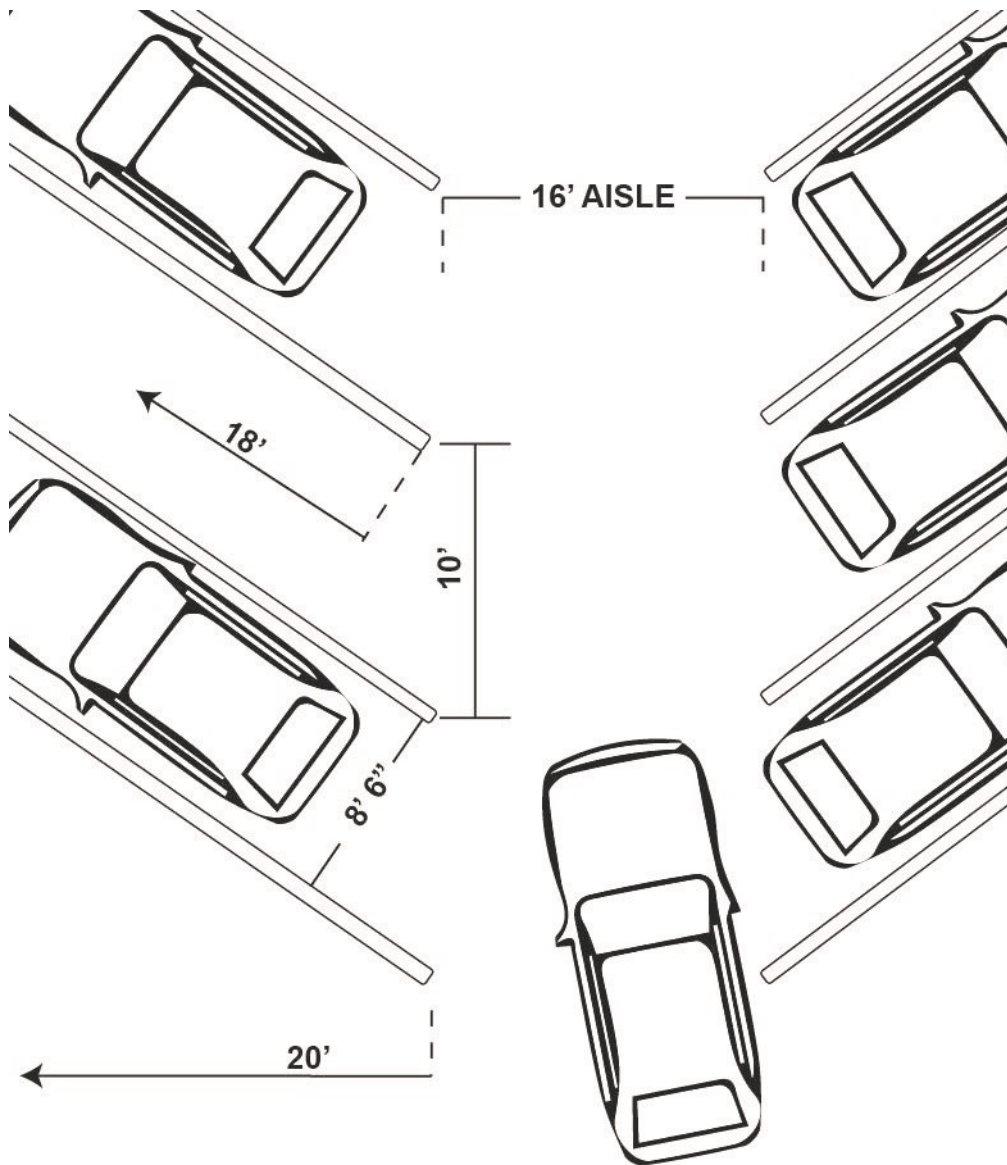
Figure 13.16.060-3: Parking Space Design 45 Degree



45 DEGREE ANGLE PARKING LOT



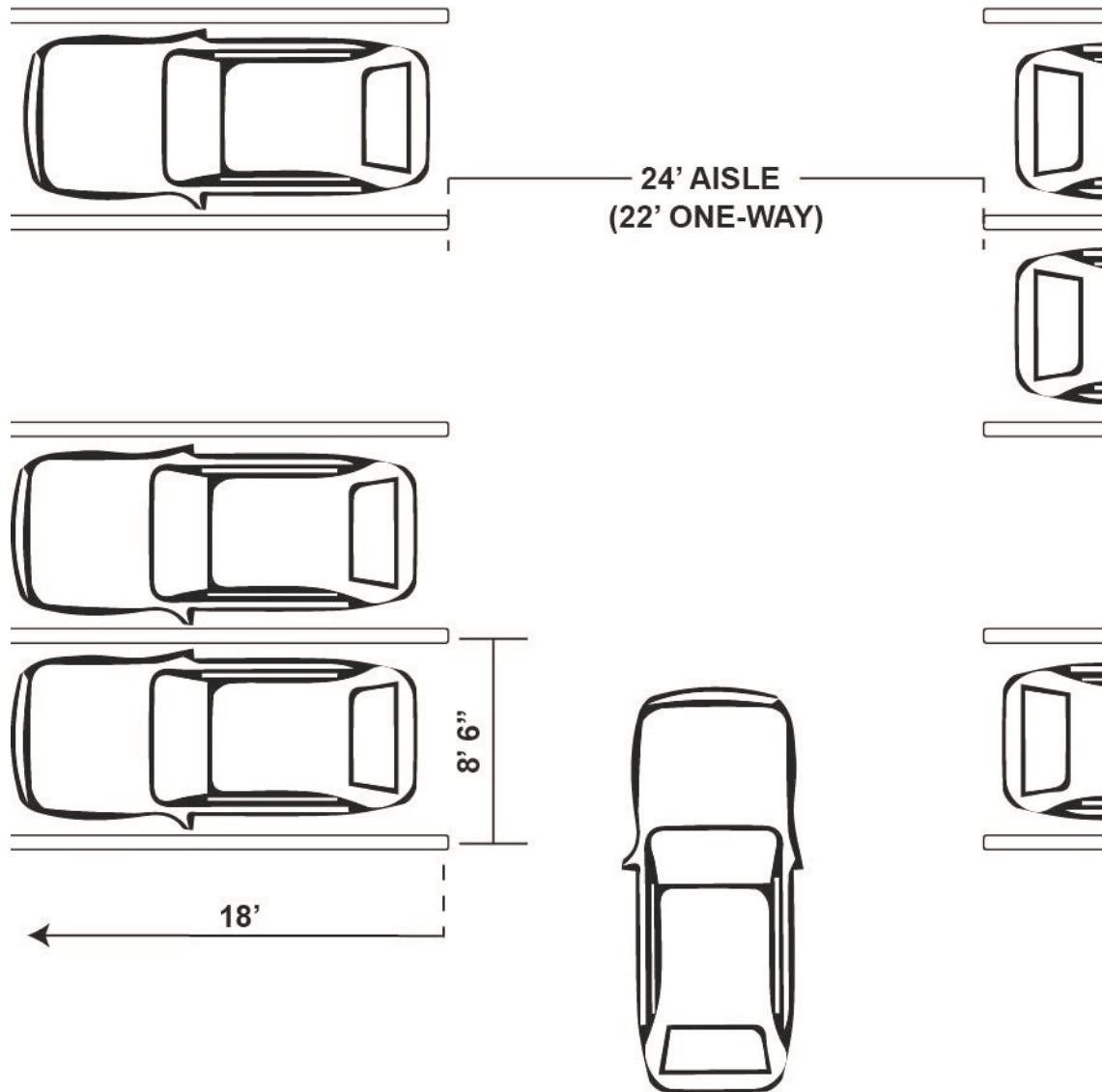
Figure 3.16.060-4: Parking Space Design 60 Degree



60 DEGREE ANGLE PARKING LOT



Figure 3.16.060-5: Parking Space Design 90 Degree*



90 DEGREE ANGLE PARKING LOT

*For lots with cars on one side of aisle only, the aisle width shall be 22 feet for two-way circulation and 18 feet for one-way circulation.



The parking dimensions in Table 13.16.060-1 originate from SCCC 13.11.074 Figure 1.

(F) Size of Parking Lot. Parking areas shall have the following Table 13.16.060-1 Minimum Parking Lot Dimensions:

Table 13.16.060-1: Minimum Parking Lot Dimensions		
Parking Angle	Cars on One Side of Aisle	Cars on Both Sides of Aisle
90° ¹	44'-40' two-way / 36' one-way	62'-60' two-way/ 58' one-way
60°	40'-36'	60'-56'
45°	32'-33'	51'-52'

1. For lots with cars on one side of aisle only, the aisle width shall be 22 feet for two-way circulation and 18 feet for one-way circulation.

The text in this section originates from SCCC 13.10.554(B)-(L).

(G) Each parking space shall be accessible from a street, interior driveway, aisles, or alley.

Entrances and exits from or onto a public right-of-way shall be provided at locations approved by the ~~Public Works Director~~ according to encroachment permit procedures. Backing out movements onto the street shall be discouraged. Backing out movements onto major streets shall not be allowed where a reasonable alternative exists to do otherwise.

(H) The parking area, aisles and, access drives and interior driveways shall be paved with two inches of asphalt concrete over five inches of Class II base rock or equivalent permeable or nonpermeable surface so as to provide a durable, dustless surface, and shall be graded and drained so as to prevent erosion and disperse surface water. Parking areas, aisles, interior driveways, and access drives together shall not occupy more than 50 percent of any required front yard setback area for any residential use, except for parking spaces located on an individual mobile home lot, which does not front on an exterior street, in a mobile home park, and except for parking required for Accessory Dwelling Units as provided for in SCCC 13.10.681.

~~Variances to this rule can only be granted, pursuant to subsection (L) of this section, if locating parking areas, aisles or access drives in front yard setbacks result in less environmental damage than at all alternative locations.~~

(I) On-site drainage percolation or detention shall be provided so as not to exceed predevelopment runoff levels, and designed for a 10-year storm, unless waived by the Public Works Director. Drainage shall be filtered to reduce urban contamination of downstream drainage. The installation and maintenance of traps for oil, grease, and silt is required for all parking lots for 20 spaces or more and for all commercial and industrial projects. The requirement for the collection of runoff water for filtration may be waived by the approving body in rural areas where appropriate. Refer to County Design Criteria for stormwater design guidance.



- (J) Wheel stops and bumper rails shall be provided where needed for safety or protection of property.
- (K) No repair work or servicing of vehicles shall be conducted on a parking area.
- (L) Maintenance. Parking areas shall be maintained in good condition, and kept free of trash, debris, display or advertising uses.
- (M) No changes shall be made in the number of parking spaces designated on the parking plan ~~without review of the complete development permit by the approving body.~~ without a Minor Site Development Permit or an amendment to an existing site development or use permit processed pursuant to the requirements of SCCC 18.10.
- (K) ~~Provisions shall be made for pedestrian movement in all parking areas. Projects subject to the provisions of Chapter 13.11 SCCC shall meet the requirements of SCCC 13.11.074(A)(2).~~
- (N) A request for an exception ~~a variance~~ from the provisions of this section may be considered according to ~~Chapter 18.10 at Level V as a Minor Permit by the Zoning Administrator, per SCCC 18.10.~~ This request for variance must state in writing the provision from which it is to be varied, the proposed substitute provisions, when it would apply, and its advantages. In granting a variance, the Zoning Administrator shall be guided by the following criteria:
 - ~~(1) That there are special circumstances or conditions affecting the property.~~
 - ~~(2) That the variance is necessary for the proper design and/or function of a reasonable project for the property.~~
 - ~~(3) That adequate measures will be taken to ensure consistency with the purpose of this section.~~



13.16.070 Vehicle parking reductions and exceptions. ~~13.10.553 Alternate Parking Requirements.~~

The off-street parking requirements of this chapter may be satisfied or modified in alternate ways:

- (A) Parking Plan. A specific parking plan initiated by the County and approved by the appropriate approving decision-making body may supersede ~~these~~ parking standards contained in ~~SCCC 13.10.552~~ 13.16.050, if the purpose of this section is met, or in order to permit or preserve significant public amenities, and for either case in the Coastal Zone, a specific finding is made and supported that visitor access and parking will not be preempted.
- (B) Shared Parking. Parking reductions for two or more uses that share parking may be authorized by an Administrative Use Permit as described in SCCC 18.10. a Level IV use approval. The total number of spaces required for all uses sharing the parking may be reduced to no less than the number of spaces required for the single use among those proposed which is required to provide the most parking. Where the shared parking involves two or more separately owned properties, the owners of the properties shall enter into a legal agreement that describes access, use, and maintenance of the shared parking, which shall be recorded on the title of both properties. The reduction(s) shall be quantitatively justified by one or more of the following criteria applied to the participating uses:
- (1) The uses occur at separate times of day or different days of the week.
 - (2) The uses overlap, but their peak hours occur at different times of day.
 - (3) The uses are complementary or foster multipurpose trips.
 - (4) The uses serve seniors, youth or other demographic groups known for below-average rates of vehicle ownership.
 - (5) Valid statistical parking data from the site, neighborhood or applicable larger area indicate an appropriate level for shared parking.
 - (6) The parking reduction is commensurate with the level of vehicle activity typically associated with the proposed use(s), site location or incremental change in site floor area or intensity of use.
 - (7) Parking areas in the LODA/SALSDA/DASDA shall consider the impacts to visitor parking and include an analysis of parking demand during tourist seasons and high peak visitor times of the week and day.

Any applicant proposing a parking reduction pursuant to this subsection (B) shall submit a parking study prepared by a qualified, independent, professional transportation planner or transportation engineer. The analysis shall: (1) recommend an appropriate parking



reduction based on the above criteria, and (2) where the shared parking involves separately owned properties, recommend terms of the associated parking agreement. The requirement for a parking study may be waived by the Planning Director if the proposed parking reduction is clearly proportionate to the proposed and possible future uses involved.

~~(C)-(D)~~ Transportation and Parking Demand Management. Parking requirements prescribed for any use or combination of uses on the same or adjoining sites may be reduced by the approving body based upon a detailed alternate transportation and parking demand management program supplied by the applicant, and certified by the County as established in SCCC 13.16.200. which may include, but is not limited to, provision of special transit incentives for employees, the operation of effective pooling programs, priority parking for carpools, charter buses, club buses, company cars, employer's contribution to bus service cost, home delivery services or flexible work hours. Any proposed reduction greater than 20 percent shall include adequate evidence supporting the validity of a larger reduction.

In evaluating the request, the approving body shall consider, among other factors:

- ~~(1) Projected effectiveness of carpool, vanpool, staggered work hours or similar transportation programs.~~
- ~~(2) Proximity to public transportation facilities serving a significant portion of employees and/or customers.~~
- ~~(3) Evidence that employees and/or customers utilize, on a regular basis, transportation alternatives to the automobile.~~
- ~~(4) Evidence of land owned, leased or otherwise guaranteed for use by developer that can be held in contingency reserve to be used for supplying additional parking in the event that the program does not reduce parking demand by the required amount.~~

Where an alternate transportation and parking program is employed and plans approved which reduce the number of required off-street parking spaces for a development, a written agreement between the landowner(s) and the County must be approved. Such an agreement must be in satisfactory form and content to County Counsel and is subject to approval by all appropriate approving bodies. This agreement shall be in a form capable of and subject to being recorded to constitute a covenant running with the land. The agreement shall include:

- ~~(a) A guarantee that the program will not be diminished, suspended, eliminated, or in any way be operated at a lower level of effort on the part of those responsible for its implementation without prior County approval.~~
- ~~(b) A provision for bi-annual certification of the program by the County which will include, among other things, review of past year's effort to encourage employee's and customer's use of alternative transportation, and an accounting of the number~~



~~of persons targeted by the program that actually and regularly employ techniques promoted by the program. Such a report shall update that section of the plan outlining efforts to increase participation in the program during the coming years. The County shall retain the option to require changes, including, but not limited to, the uses' intensity and program as are needed to achieve the required reduction in peak parking demand.~~

~~(D)-(C) Historic Resources Exception.~~ The parking requirements of SCCC 13.10.550 et seq. this chapter may be modified in connection with an application involving an historic resource designated in conformance with the California Register of the State Office of Historic Preservation and as defined in SCCC 16.42.030. Modification of parking requirements shall be subject to a Minor Site Development Permit approval at Level III. The approving body shall make the following findings:

- (1) Existing ~~traffic and~~ parking on adjacent and nearby streets and properties will not be adversely affected; and one of the following:
 - (a) Provision of additional parking would adversely affect the historic or architectural significance of the historic resource; or
 - (b) Provision of additional parking would create exceptional hardship such that preservation of the historic resource would be infeasible.

~~(E) Residential Exceptions and Reductions.~~ The following exceptions and reductions may be granted for specific residential uses:

- (1) 10 Units or More: Developments of 10 units or more within a ½ mile of a transit stop and within the urban services line may reduce parking requirements by 10% if the development provides subsidized parking passes annually in bulk from the transit district, increases bicycle parking by 10%, and charges a separate fee for tenant parking spaces.
- (2) Accessory Dwelling Units. Parking is not required for conversion ADUs or JADUs. One parking space is required per new construction ADU, with exemptions per SCCC 13.10.681(D)(7)(d).
- (3) Affordable and Supportive Housing. Exceptions to parking requirements may be granted to publicly subsidized housing units, affordable housing projects, and projects for special needs or senior tenants where SCCC requirements are in conflict with state or federal regulations or funding policies.
- (4) Density Bonus. For projects that qualify for a density bonus, refer to SCCC 17.12.



~~(5)(3) Mobile Homes.~~ In order to meet the parking requirements for a mobile home located within a mobile home park, one off-street parking space may be a compact space, three cars may park in tandem, and one space may overhang a landscaped area.

~~(5) In the Regional Housing Needs R-Combining District where garages are provided for market rate units, garages are not required for affordable units.~~

(6) **For the purposes of this chapter tandem parking shall be considered any parking configuration where only one vehicle needs to move to allow other vehicles to exit the driveway, except as provided for below where a valid valet parking plan exists or in the Pleasure Point Community Design PP Combining District where two vehicles may be allowed to move to permit blocked vehicles to exit.** Tandem parking spaces shall be allowed for the purpose of fulfilling parking requirements for the following uses: set forth in this chapter.

(a) For single-family dwelling units, either attached or detached, including townhouses, and for multifamily dwellings of four units or less ~~where garages are within, attached or immediately adjacent to the dwelling units,~~ tandem parking spaces must be entirely within the subject property and shall consist of no more than two spaces. ~~For mobile homes located within mobile home parks, and for parcels with ADUs, tandem parking spaces shall consist of no more than three parking spaces in line.~~

(b) ~~For hotels and restaurants with a valet parking plan where such uses are to be located in existing structures on parcels of such size or shape that preclude the ability to meet current parking requirements for that use, tandem spaces shall be limited to that number in the a approved valet parking plan. Such a valet parking plan shall be approved by the approving body appropriate body and shall be guaranteed to operate full-time during established business hours for the life of the use.~~

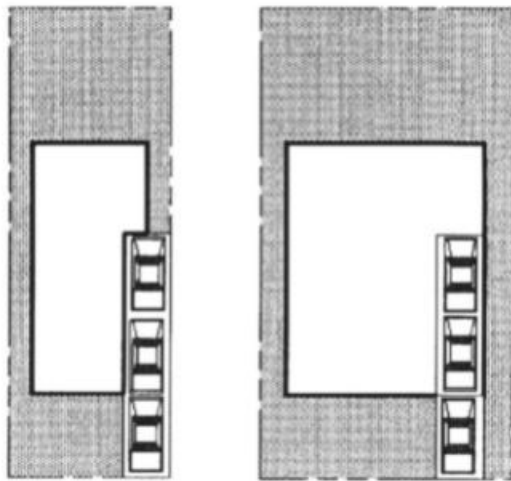
~~(c) In the Pleasure Point Community Design PP Combining District on site three car tandem parking shall be allowed by right, with car one behind the other, three in a row, either within a garage or in the front yard setback as illustrated in Figure 4.~~

(7) Multifamily. Projects using vehicle lifts or elevators may be allowed if included as part of an engineer's submittal and are still subject to other site standards such as height and impervious coverage.

(8) Exceptions to parking requirements may be granted for projects where requirements in this chapter are in conflict with state or federal regulations or funding policies.



Figure 13.16.070-1: Tandem Parking Allowed in Pleasure Point Combing District



(F) Commercial and Industrial Development. In any C or M District on a site with a ~~of~~-width of 60 feet (18.3 meters) or less situated between sites improved with buildings, or where sites comprising 40 percent of the frontage on a block are improved with buildings, the off-street parking and off-street loading regulations of this chapter may be waived by the approving body upon finding that no parking overflow issues ~~problem~~ exists in the area or will result from such a waiver.

13.16.080 ~~13.10.570~~ Off-street loading facilities required.

(A) All retail business uses larger than 10,000 square feet, wholesale or warehousing establishments and industrial uses shall provide one loading space for each 5,000 square feet (464.7 square meters) of floor area. Each mortuary shall provide one loading space for hearses regardless of the amount of floor area devoted to said use, and one additional loading space for each 5,000 square feet (464.7 square meters) over the initial 5,000 square feet devoted to said use. [~~Ord. 3432 § 1, 1983~~].

~~13.10.571 Standards for and location of off-street loading facilities.~~

(B) ~~Off-street loading facilities provided in compliance with SCCC 13.10.570~~ shall conform to the following standards:

(1) Each loading berth shall be not less than 45 feet (13.7 meters) long and 12 feet (3.7 meters) wide and shall have an overhead clearance of not less than 14 feet (4.3 meters), except that for mortuaries, a loading berth used exclusively for hearses shall be not less than 24 feet (7.3 meters) long and 10 feet (3.0 meters) wide, and shall have an overhead clearance of not less than eight feet (2.4 meters).

(2) Sufficient room for turning and maneuvering vehicles shall be provided on the site.



- (3) Each loading berth shall be accessible from a street or alley.
- (4) Entrances and exits shall be provided at locations approved by the Public Works Director according to encroachment permit procedures.
- (5) The loading areas, aisles and access drives shall be paved with two inches of asphalt concrete over five inches of Class II base rock or equivalent, so as to provide a durable, dustless surface, and shall be graded and drained so as to disperse surface water.
- (6) Wheel stops and bumper rails shall be provided where needed for safety or to protect property.
- (7) If the loading area is illuminated, lighting shall be deflected away from the abutting residential sites so as not to cause annoying glare.
- (8) A loading area shall not be located in a required front, side or rear yard.
- (9) No repair work or servicing of vehicles shall be conducted in a loading area.

(C) ~~Maintenance~~: Loading areas shall be maintained in good condition, and kept free of trash, debris, and display or advertising uses. No changes shall be made in the number of loading spaces designated on the parking plan unless the permit is appropriately amended, without review of the complete development permit by the Zoning Administrator.

(D) Off-street loading facilities prescribed in ~~SCCC 13.10.570~~ shall be located on the same site as the use for which the berths are required or on an adjoining site.

~~**13.10.576 Reduction of off-street parking and loading facilities.**~~

~~Except as provided in SCCC 13.10.553(F), no off-street parking facility provided for a use of land or structure in compliance with SCCC 13.10.551 or 13.10.570 shall be reduced in capacity or in area without sufficient additional capacity being provided elsewhere to comply with the regulations of this chapter.~~

(E) No off-street parking space or off-street loading berth provided for a use of land or a structure in compliance with the requirements of this chapter shall be deemed to provide an off-street parking space or an off-street loading berth for a use or a structure on another site, except as otherwise provided in this chapter. [~~Ord. 3843 § 6, 1987; Ord. 3432 § 1, 1983~~].

(F) ~~**13.10.577 Designation of off-site loading facilities.**~~ The requirements for off-street loading facilities may be satisfied by the permanent allocation of the required number of loading berths for each use on an adjoining site. An easement for the life of the business ~~in perpetuity~~, attached to the land for which the application is being made, granting such loading rights, shall be recorded in the office of the County Recorder. The easement shall designate the off-street loading facility and the uses or structures to be served, with legal



descriptions of the sites involved, and shall specify the hours of operation, provide for maintenance, and certify that the easement shall not be terminated and that the off-street loading facility shall not be used for any other purpose unless a development permit amendment has been approved pursuant to SCCC Chapter 18.10 SCCC, either eliminating the requirement for the loading facility or approving alternative loading facilities.

SCCC 13.16.090 includes content originating from existing code sections 13.11.074(A) and 13.10.521 to consolidate sections. Additionally, a new subsection was created to create a clearer distinction between accessways that are serving as driveways, internal roadways, and connecting roadways. Different standards may apply to each of these types of accessways.

13.16.090 Site access and circulation.

For all development other than single family units the following site access and circulation standards shall apply:

- (A) Refer to the County of Santa Cruz “Design Criteria for Streets, Storm Drains, Sanitary Sewers and Water Sewers,” as prepared by the County Department of Public Works, for all street design and driveway design requirements and SCCC 15.10 for roadside improvements.
- (B) Corner lots with frontages on both an arterial street and a local or collector street shall concentrate driveway access on the local or collector street wherever possible. If access is necessary from both streets, an entrance and exit should be located on the local or collector street and an “exit, right turn only” on the arterial. However, parking lots serving commercial uses should be accessed from commercially developed streets whenever possible.
- (C) Parking areas shall be designed, whenever feasible, so that all vehicles shall enter and exit public streets in a forward movement only, with the exception of single family homes, projects of under 2,000 square feet on local streets, or projects on cul-de-sacs. Directional arrows for one-way entrances and exits shall be clearly marked on the pavement.
- (D) Avoid locating Walls and fences shall not be located where they block driver sight lines when entering or exiting the site. (See SCCC 13.16.093 Sight Distance).
- (E) The location and design of curb cuts, and curb cut widths on public streets, shall be determined by the Public Works Director according to the County Design Criteria public works design criteria. and shall minimize Minimize the number of curb cuts.
- (F) Driveways between commercial or industrial parcels shall be shared whenever possible to reduce the number of driveways on a street frontage and shall be coordinated with existing or planned median openings, where appropriate. (i) — Driveways shall be coordinated with existing or planned median openings.



(G) Interior Driveways and Roadways. Interior driveways and roadways are provided within land divisions, mixed-use or multi-family residential developments for internal circulation **and must meet the criteria described in SCCC 13.16.020.**

(H) Interior Driveway and Roadway Standards **within the USL and RSL.**

(1) Vehicle Access. Pavement Width_ for Interior Interior driveways and roadways shall be a minimum of 24 feet for two-way circulation and 12 feet for one-way circulation, unless additional provide vehicle ingress and egress with lane width is as required for emergency access by the Fire Department **and shall be consistent with SCCC 16.20.180, but may be one-way to meet site constraints.**

(2) Bicycle and Pedestrian Access. Interior roadways must provide bicycle and pedestrian access meeting the standards of the County of Santa Cruz Design Criteria or provide a separated bicycle and pedestrian pathway meeting the minimum standards of the California's Highway Design Manual for Class I facilities in lieu of facilities within the right-of-way.

(3) Guest Parking. Interior roadways must provide guest parking equal to 20 percent of the required parking, rounded up to the nearest whole number, unless guest parking is already required by the use. Guest parking may be provided as on-street parking, pocket parking, or a parking lot. Guest parking must be common and accessible to visitors of all parcels.

(4) Interior roadways shall comply with the County of Santa Cruz Design Criteria interior roadways.

(5) Interior driveways and roadways shall comply with fencing regulations per SCCC 13.10.525.

13.10.521 Site access:

~~(I)(A)~~ Right-of-Way Access. A parcel, newly created by a tentative map or conditional certificate of compliance, may not be used as a building site unless it has its principal frontage on a public street, ~~or on a private right-of-way,~~ or on a road meeting the definition of interior driveway at least 40 feet wide nor may a new vehicular right-of-way be created less than 40 feet in width unless a Level V use approval is obtained for principal frontage and access on a narrower right-of-way. For any project requiring a subdivision or minor land division tentative map approval, or a conditional certificate of compliance, use of streets not meeting the minimum County standard shall require approval of a roadway exception processed pursuant to SCCC 15.10.050(F).



- (J) On-site pedestrian pathways shall be provided from street, sidewalk and parking areas to the central use area. These areas should be delineated from the parking areas and driveways by walkways, landscaping, changes in paving materials, narrowing of roadways, or other design techniques.
- (K) Sidewalks or pedestrian pathways shall be provided where required by County regulations. Separation between bicycle and pedestrian circulation routes shall be utilized where appropriate. Bicycle circulation shall be incorporated on roads as described in the County Design Criteria.
- (L) Access for the Disabled. State laws require that all All facilities that which are open to the public must be accessible to, and usable by, the physically disabled. Plans for construction of new public facilities and remodeling of existing facilities shall incorporate both architectural barrier removal and physical building design and parking area features to achieve access for the physically disabled.
- (M) Public Transit. Support facilities for Public transit facilities, including bus turnouts and bus shelters, shall be provided when required by the transit district.

A new section was added to address drive-through facilities. While the types of land uses allowed to have drive-throughs is regulated in SCCC 13.10.652, the site design requirements are included in Chapter 13.16.

13.16.091 Drive-through facilities.

Any drive-through facilities shall be designed and operated to effectively mitigate problems of air pollution, congestion, excessive pavement, litter, noise, and appearance in the following manner. Any drive-through facility requires a use permit. See SCCC 13.10.652 Drive-through uses for land uses permitted to operate a drive-through facility.

(A) Location. Drive-through lanes shall be located a minimum of 150 feet from existing residential uses and must be separated from existing residential uses by buildings, and/or extensively landscaped areas approved by the County, or decorative block walls approved by the County.

(B) Design

- (1) Drive-through lanes shall not be located in required landscape areas.
- (2) Drive-through lanes shall not be located along the street frontage(s) except for corner lots.
- (3) Drive-through lanes shall be shielded in a manner approved by the County to eliminate vehicle headlight glare into adjoining land and on-coming traffic approaching the drive-through site property.
- (4) Pedestrian walkways and disabled access shall not intersect the drive-through drive aisles.



- (5) Each drive aisle shall be designed with a minimum 10-foot interior radius at curves and a minimum 10-foot width.
- (6) Drive-through lanes shall be constructed with the necessary vehicle stacking capacity so that vehicles using the drive-through lane do not overflow into the on-site parking aisles, public street right-of-way or public streets. Stacking requirements for certain land uses are shown in table SCCC 13.16.091(B)(5). Any use not specified in this schedule shall require the same number of spaces as the most similar use, as determined by the Planning Director.
 - (a) Each vehicle stacking space in a drive-through lane shall be a minimum of twenty (20) feet in length.
 - (b) Vehicle stacking lanes shall not block or interfere with access to parking lot spaces, and shall function independent of parking lots aisles.
 - (c) Vehicle stacking lanes shall not extend beyond the drive-through site's property line onto adjoining property unless the owner of the drive-through site property obtains from the adjoining landowner a written easement or other irrevocable right, the provisions of which must be approved by the County.

Table 13.16.091-1: Drive-Through Stacking Requirements	
Use	Minimum Stacking Room
<u>Car wash</u>	<u>4 reservoir spaces per pull-through rack. 1 reservoir space per self-service manual wash bay.</u>
<u>Drive-through bank</u>	<u>3 reservoir spaces for 1 teller drive-up. 2 reservoir spaces each for facilities with 2 or more teller drive-ups.</u>
<u>Drive-through pharmacy</u>	<u>2 reservoir spaces per window.</u>
<u>Automobile Service station</u>	<u>1 reservoir space shall be located on each end of the pump aisle.</u>

- (C) The provision of drive-through service facilities shall not justify a reduction in the number of required off-street parking spaces.
- (D) Speaker noise levels measured at the drive-through site property line shall not exceed applicable County noise standards as set forth in the Noise Element of the County's General Plan and SCCC 8.30 and 13.15.



Content in SCCC 13.16.093 originates from SCCC 13.10.525(A) and new text was added to reflect the County Design Criteria as well as current standards used by the Department of Public Works.

13.16.093 Sight distance.

(A) ~~The purposes of fence and/or retaining wall sight distance regulations for yards abutting on streets are:~~

- (1) To ensure adequate visibility of vehicles entering the street from driveways, adequate sight distance from such vehicles, and adequate sight distance at street corners.
- (2) To ensure adequate light and air for the street area.
- (3) To preserve a harmonious and compatible street front appearance.

(B) The sight distance triangle is an area in which no structure, fence, or retaining wall shall exceed three feet in height. The sight distance triangle area requirements are as follows:

- (1) At the intersection of two local neighborhood streets: a triangle formed by measuring a distance of 30 feet along each street curb or edge of shoulder; or
- (2) At the intersection of a residential driveway or alley with a local neighborhood street: a triangle formed by measuring a distance of 10 feet along the street curb or edge of shoulder from the intersection, and 10 feet along the driveway or alley from the intersection.

(C) Adequate sight distance shall be provided based on 85th percentile speeds on the road. The minimum sight distance for driveways and intersections shall be 250 ft for speeds up to 35 mph. For roads with speeds greater than 35 mph, and roads/driveways connecting thereto, the sight distance shall be determined in accordance with the latest American Association of State Highway and Transportation Officials (AASHTO) "Green Book" "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS". Sight distance shall be measured based upon the driver's view setback six feet from the travel lane at a height of 3.5 feet high and the distance along the road to an object 0.5 – 2 feet high. The driver's view shall be set back ten feet for vehicles backing out.



SCCC 13.16.200 and 13.16.300 replace Chapter 5.52 and updates transportation demand management (TDM) to be in line with current best practices as used by the County in review of projects for compliance with vehicle miles traveled requirements. The new TDM mandate for small employers can be fulfilled using low cost regional programs and is similar to the program that the City of Santa Cruz currently uses in the Downtown Santa Cruz area.

13.16.200 Transportation demand management.

(A) Transportation Demand Management (TDM) programs will be required for new development or at the time of an intensification of use for projects that meet one of the following criteria:

- (1) Residential developments of 25 or more units;
- (2) Non-residential development with employers or multitenant sites with 50 or more employees that arrive or leave work during peak periods.
- (3) Mixed use developments that meet either criteria (1) or (2) above.

(B) Residential uses shall utilize transportation demand management on design and amenities that support and encourage the use of transportation modes other than single occupancy vehicles and shall meet the VMT thresholds in the County's Analyzing Vehicle Miles Traveled for CEQA Compliance Guidelines. The design measures shall be selected from Appendix I of the County's General Plan. The applicant may propose additional design measures to be approved by the decision-making body if the design measures can be substantiated with research or evidence demonstrating that they are effective at reducing vehicle trips.

(C) The following requirements apply to non-residential land uses inclusive of mixed use with more than 50 employees:

- (1) Applicants shall participate in a travel behavior change program that includes the following components:
 - (a) Targeted education to inform individuals of the impacts of their travel choices, the alternatives available to them, and the positive impacts of making choices to use non-drive-alone modes of transportation;
 - (b) A website with information about site specific transportation options and ridematching services;
 - (c) Ongoing public information campaigns, "gamification," and other marketing strategies to incentivize travel behavior change.
 - (d) A transportation coordinator to keep the program active and up to date.



- (e) Annual participation in at least two regional and countywide educational campaigns such as bike-to-work day, clean air days, and others.
 - (f) On site preferred parking for ridesharing vehicles and a designated curbside loading and unloading area.
 - (2) All of the requirements above in section 13.16.200(C)(1) may be met by participating in the regional transportation demand management program offered by the Santa Cruz County Regional Transportation Commission (RTC). A letter from the RTC demonstrating participation in the Cruz511/Go Santa Cruz employer Transportation Demand Management program and stating that a transportation coordinator has been hired or equivalent services are being provided through the RTC shall be provided as demonstration of meeting this requirement.
- (D) The following additional requirements apply to non-residential land uses inclusive of mixed use with more than 100 employees:
- (1) Applicants shall propose TDM Plans prepared by an independent qualified transportation engineer or comparable professional. The TDM Plan shall be reviewed and approved prior to the issuance of a building permit. Plan requirements will include, but not be limited to, the following:
 - (a) Project description;
 - (b) Site conditions that affect commute travel;
 - (c) Baseline commute behavior including vehicle trips during peak periods, mode share and average per capita/employee vehicle miles traveled;
 - (d) TDM measures and estimated VMT reductions. TDM measures shall include both design and programmatic measures. A list of preapproved measures and their allowable reductions is maintained by the Planning Department. At a minimum the employer shall participate in a travel behavior change program as described in 13.16.200(C) above;
 - (e) Evaluation criteria for reviewing TDM strategies; and
 - (f) Duties, responsibilities and qualifications of a Transportation Coordinator.
 - (2) Plans shall demonstrate a reduction in VMT that is equivalent to the current thresholds as adopted in the County Guidelines for Analyzing Vehicle Miles Traveled.
 - (3) Development project applicants and/or tenants that can demonstrate achievement of the thresholds in (C)(2) without additional TDM measures are exempt from preparing a TDM Plan but shall provide reporting once every two years demonstrating current employee VMT that includes the metrics in this subsection (D). If during a reporting



period, thresholds are exceeded, the current tenant or property owner shall provide a TDM Plan, as defined in subsection (C)(3), proposing a program that will achieve this target.

(E) Space use agreements (e.g., lease documents) shall include provisions to inform and commit tenants to and participate in measures of the property's TDM Program, including at a minimum:

- (1) Encouraging employees to participate in campaigns that promote use of carpools, vanpools, transit, walking and bicycling;
- (2) Posting transportation information in employee common areas;
- (3) Participating in the annual employee commute survey; and
- (4) Promoting the availability of preferential car/vanpool parking spaces to employees as well as other facilities such as showers, lockers, bike parking, etc.

(F) Reporting.

- (1) All projects as defined in subsection (A) shall provide reporting every two years that includes number of vehicle trips (daily, a.m. peak period and p.m. peak period), mode share and per capita/employee vehicle miles traveled. A baseline of these metrics shall be provided upon occupancy.
- (2) The County Planning Department will review biennial reports and TDM Plans to determine if the property owner has implemented and/or maintained the TDM program. County staff may request auditable documentation to determine compliance.
- (3) If the VMT requirement has not been met and a property owner has not made progress toward the requirement, the County shall work collaboratively with the owner to identify modifications to the TDM Program and shall direct the owner to revise its program within 90 days to incorporate the modifications. In response to the recommended modifications, the owner shall submit a revised TDM Plan, including the requested modifications or equivalent measures, within 90 days of receiving written notice to revise its program. The County shall review the revisions and notify the owner of acceptance or rejection of the revised program. If a revised program is not accepted, the County will send written notice to that effect to the owner within 60 days.

(G) Monitoring and Enforcement.

- (1) The County shall monitor and enforce compliance with TDM plans. Monitoring mechanisms may include, but not be limited to, the following:
 - (a) Site plan or other documentation of site features (e.g., location of carpool parking spaces, showers, locker facilities, employee bicycle parking, etc);



- (b) Photographs of TDM Program facilities (e.g., carpool parking spaces);
- (c) Field-site inspections by County staff;
- (d) Other building site reports/surveys which the County may deem appropriate; or
- (e) Traffic counts and surveys.

(2) Non-compliance includes failure to:

- (a) Submit a Transportation Demand Management Plan when required;
- (b) Implement strategies contained in an approved TDM Plan; or
- (c) Submit reporting.

(3) The County shall issue a written notice of non-compliance to an owner of properties that are out of compliance with this chapter. The notice shall indicate the cause for non-compliance and identify actions necessary to attain compliance. Property owners shall be given 30 days to provide documentation of compliance.

(4) Non-compliance will result in one or more of the following:

- (a) Mandatory consultation with a County planner to discuss the development or update of the employer TDM Plan.
- (b) Require the addition of elements to the property owner's TDM Plan.
- (c) Institute proceedings to revoke any approval of a TDM Plan.
- (d) Request that Code Compliance and/or County Counsel take appropriate enforcement action pursuant to SCCC 1.12 or SCCC 1.13 which may result in an administrative or civil penalty.

13.16.300-5.52.160 Severability.

If any subsection, division, sentence, clause, phrase, or portion of this chapter is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this chapter. The Board of Supervisors hereby declares that it would have adopted this section, and each subsection, subdivision, sentence, clause, phrase or portions thereof, irrespective of the fact that any one or more section, and each subsection, subdivision, sentence, clause, phrase, or portions thereof, be declared invalid or unconstitutional.