

# Sand City West End Parking Plan

Final Draft

October 17, 2023



Prepared by  
EMC Planning Group



# **SAND CITY WEST END PARKING PLAN**

## **FINAL DRAFT**

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# Executive Summary

## Background

The City of Sand City recognizes a need for a comprehensive parking plan that will complement the City's West End Vibrancy Plan and help better achieve the land use goals of the 2002 General Plan. This Sand City West End Parking Plan (parking plan) has been created to address common issues related to parking patterns and availability in the West End and is based on a review of the City's parking ordinances, parking management and strategies in other jurisdictions, the conclusions of past studies, and more recent observed parking conditions within the West End. Land uses are expected to continue shifting from industrial, warehouse, and commercial service uses to live-work studios, residences, entertainment, and restaurants. This parking plan provides an updated analysis and action plan for implementing expanded or new parking strategies, facilities, and funding consistent with the General Plan and the Vibrancy Plan. Past studies concluded that it would be physically impossible for allowable uses to provide off-street parking due to limitations of existing improvements and parking standards that do not appear to be tied to actual conditions within the West End. Past studies also concluded that although the City's future parking demand could be accommodated by a mix of private and public parking supply, much of future supply would be located on public streets.

This plan identifies potential parking opportunity public and private locations, reviews potential parking layouts and financing, management programs and strategies to create more efficient parking, suggests revisions to existing parking regulations to address common issues, and presents an action plan for implementation.

## Parking Needs

Since the studies were completed, the Transportation Agency for Monterey County (TAMC) developed a transportation concept for the railroad corridor, and Monterey-Salinas Transit (MST) has determined it will run buses on portions of the corridor. Additional changes that affect parking demand include an increase in telecommuting in response to the COVID 19 pandemic of 2020, a trend in ridesharing opportunities, and the development of autonomous vehicles. Existing parking conditions were assessed and City parking policies and regulations were reviewed to estimate current parking requirements. The results are presented in Chapter 2 of this Plan. Common parking issues and conditions within the survey boundary are identified and

discussed. These include codified parking standards that tend to overpark some uses and under park others, while many of the uses envisioned by General Plan or the Vibrancy Plan are not addressed at all; City and private properties that provide opportunities for the creation of public parking structures are underutilized; public street rights-of-way are striped with inefficient parking patterns; employees of businesses with fleet vehicles park on the street during business hours while off-street spaces for fleet vehicles are unoccupied during business hours; and there is often insufficient distance between buildings and street rights of way that force vehicles to project into the street and limit opportunities available for pedestrians and cyclists.

In Chapter 3, parking needs are projected based on the parking demand for a moderate and higher land use shift that would intensify future parking demands. The projections were weighed against the conclusions of prior analysis to create an anticipated future parking need. Under the current municipal code provisions, approximately 937 parking spaces are needed for existing land uses, and approximately 1,037 – 1,185 parking spaces would be needed under the moderate to high land use shift anticipated by the General Plan and Vibrancy Plan. This summary of past and present observations shows that the West End’s overall parking space supply should be sufficient to accommodate future parking demand; however, the City’s parking space supply is currently utilized inefficiently. Estimated future parking needs are summarized in [Table ES-1, Summary of Estimated Future West End District Parking Needs](#).

**Table ES-1 Summary of Estimated Future West End District Parking Needs**

Land Uses and Growth	Required	Observed Conditions	Residual
Residential	259	213	-43
Commercial	678	997	+319
Total	937	1,210 <sup>1</sup>	+273 <sup>1</sup>
Total Existing Capacity	-	1,630 <sup>2</sup>	-
Moderate <sup>3</sup> to High <sup>4</sup> Land Use Shifts	1,037-1,185	1,630 <sup>2</sup>	+445-593

SOURCE: RRM 2004, EMC Planning Group 2015; 2020

NOTES:

1. Previous study observations (Urban Design and Parking Implementation Plan). Commercial does not include restaurants with highest parking requirements per square foot.
2. 1,630 on- and off-street parking spaces were the observed capacity in 2020.
3. The moderate land use shift assumes no changes in residential uses, no change in overall building square footage, shifts a percentage of major auto repair uses and manufacturing uses to restaurant uses or retail (refer to Chapter 3, Table 3-1).
4. The higher land use shift is the upper demand range of growth that would occur over a longer period of time. This scenario assumes that some commercial uses would shift to residential, a percentage of major and minor auto repair uses shift to restaurant uses, some manufacturing and wholesale uses shift to restaurant, retail and residential uses.

## Parking Opportunities Considered

Opportunities for new or expanded public facilities and private parking lots are reviewed in Chapter 4, where Chapter 5 illustrates the recommended improvements in areas that improvements could be achieved in rights-of-way or City controlled properties. The potential for utilization of street rights-of-way, development of City-owned properties, the TAMC railroad corridor, and privately-owned parcels for new facilities or reconfiguration of existing facilities are reviewed. Not all parking opportunities that were considered were included as recommendations in final action plan. Chapter 5, Parking and Financing presents several graphic examples of parking concepts on City-owned parcels, privately-owned parcels, the railroad corridor, and public streets, which are recommended for adding additional parking in appropriate locations. A ball-park per-space cost estimate for each type of improvement or reconfiguration is provided. This chapter also includes identification of financing mechanisms to offset costs. Figure 5-7, Proposed Parking Areas identifies all area recommended for improvements. Parking management programs are examined in Chapter 6. Various fee and non-monetary approaches are discussed and weighed against applicable City programs and potential parking opportunities.

## Recommendations

Chapter 7 presents a tabular summary of the City's existing parking standards and recommendations for revision, and includes suggested changes to the City's existing parking programs (Municipal Code Chapter 10) and standards (Municipal Code Chapter 18). It also describes the state of California direction and provision of AB-2097 restricting minimum automobile parking requirements located within one-half mile of a public transit stop.

Chapter 8 outlines recommended actions to address parking issues. An action plan is presented to assist the City with assuring that the future development it envisions is provided with adequate parking in appropriate locations. The parking improvements identified in the action plan are intended to be tied to the City's Annual Capital Improvement Plan and City Council Annual Budget. Recommended Actions and relative costs are summarized briefly in [Table ES-2, Summary of Recommended Actions](#).

**Table ES-2 Summary of Recommended Actions**

Action	Relative Cost
- Update Zoning Code (Ordinance Update)	Minimal Administrative Costs
- Eliminate Minimum Parking Standards	
- Implement/Enforce Existing Parking Programs (Reciprocal parking agreements and in-lieu fee programs)	Included in Existing Operating Budgets, Planning, and Police
- Implement and Enforce New Parking Programs (Timed on-street parking/residential permit parking, etc.)	Minimal. Add to Annual Budget
1) Restripe/ Reconfigure Existing Streets - Holly Street	\$50,400
2) Reconfigure Public Street-end - Elder Avenue	\$31,200
3) Reconfigure Public Street-end - Shasta Avenue	\$37,200
4) Reconfigure Public Street-end - Orange Avenue	\$63,600
5) Add Public Parking to City Corporation Yard	\$98,400
6) Shared Parking Agreement on Railroad Corridor TAMC (TAMC Surface Parking)	\$1,815,600
7) Construct City Air Space Easement Parking Deck (Former REAM Property)	\$1,435,200
8) Construct Independent Air Space Easement Parking Deck	\$3,692,400
9) Construct (or contribute to) TAMC Railroad Corridor Parking Deck	\$7,192,800
10) Construct Phase I Surface Parking Lot at City-owned Carroll Property	\$140,400
11) Construct Phase II Parking Deck on City-owned Carroll Property	\$1,333,200

SOURCE: EMC Planning Group 2023



# 1.0 Introduction

Parking availability in the West End District has been a concern of the City for many years. The City anticipates that a transition of land uses in the West End District, in keeping with General Plan policy, could change parking patterns. The City is seeking approaches to maximize the number of spaces and match parking supply to demand.

## 1.1 Shift in West End Land Uses

When Sand City adopted its current General Plan in 2002, the land use program for the West End District shifted from the existing industrial, warehouse, and service commercial uses to a vision of mixed uses with live-work studios, residences, entertainment, and restaurants. Along with the shift in vision has come a concern that adequate parking be available to serve the new types of uses envisioned for the West End District. Additionally, existing parking practices for industrial and service commercial uses present conflicts with the pedestrian-orientated character the City envisions.

## 1.2 Past Parking Studies

The West End Urban Design and Parking Implementation Plan (“RRM Report”) was accepted by the City on March 15, 2004 (RRM Design Group, W-Trans, and Watry Design Inc.). The RRM Report documented parking conditions and land uses at the time of the study, and presented recommendations for urban design, streetscape design, and parking. The RRM Report identified the future need for 1,235 parking spaces, and identified 1,735 potential future spaces (of which 1,614 would be public and 121 on private property). The RRM Report described the types of locations of proposed new parking spaces, and identified possible funding sources.

EMC Planning Group wrote two parking memos in 2015. The memos largely concurred with the findings of the RRM Report. The second of these memos (June 17, 2015) included recommended implementation steps for several parking issues.

## 1.3 Recent Changes

Since the RRM Report was prepared in 2004, a number of circumstances have occurred that could affect parking needs or how those needs are met. These include:

- The City has revised its density standards for the Planned Mixed-Use zoning district;
- The City has developed low impact storm water streetscape plans for two primary streets;
- The City has accepted the Sand City Vibrancy Plan, which includes additional information on streetscape design and pedestrian and bicycle travel;
- A block of Hickory Street has been re-built with new sidewalks and formalized parking spaces;
- A plan to construct sidewalks on a block of Contra Costa Street has been prepared and construction partially funded;
- Two notable mixed-use projects have been developed since the General Plan was adopted (The Independent Apartments and the Lomax-Hawthorne building) and two others are approved or under construction (Catalina Lofts and South of Tioga);
- TAMC has developed a transportation concept plan for the railroad corridor;
- MST has determined that it will run express busses on a portion of the railroad corridor;
- The City of Seaside has determined not to re-align Broadway Boulevard with Contra Costa Street where it intersects Del Monte Avenue;
- Autonomous vehicles are being developed, and while not in prevalent use at this time, are expected to garner increasing shares of the automobile market over the coming decades;
- Rideshare services are becoming more common;
- Two parking lots have been added to City Hall for employee and visitor use;
- The City has adopted a Sustainable Transportation Plan in late 2021 with Cal-Trans grant funding to identify deficiencies and potential improvements for pedestrian, bicyclists, and mobility challenged routes and connectivity;
- As a result of the worldwide COVID pandemic, the rate at which workforce works remotely has dramatically increased. This could have a beneficial effect on traffic, air quality, the ability to convert office to residential and many other land uses and operational factors; and
- The City is supporting Caltrans and the California Coastal Commission in providing high speed broadband (fiber optics) along the State Route 1 corridor; and the City is applying for grant funds to plan the extension of that broadband into the core business and residential areas of Sand City.

## 2.1 Existing Parking Conditions

### Physical Parking Constraints

The majority of lots within the West End District have buildings abutting property lines, to the effect that little room remains on many of the lots to accommodate parking consistent with the City's off-street parking requirements to accommodate preferred land uses identified in the City's General Plan. Three additional factors compound this situation: 1) most of the City's streets are only 50 feet wide, so there is relatively little space within the public right-of-way to accommodate anything other than parallel parking; 2) many of the buildings have multiple roll-up doors that limit both on-site and on-street parking; and 3) continuous driveway aprons limit curbside parking opportunities. Much of the parking for private businesses is provided on City streets, or in some cases, partially on City streets and partially on the lots.

### Issues Observed

During daytime on-the-ground surveys of parking conditions on February 20, 2020, most, but not all, available parking spaces were occupied. A significant number of vehicles were parked within the railroad corridor north of Contra Costa Street. Many of these vehicles may be parked for longer than a single day. The railroad corridor parking is used for more than just the immediately adjacent businesses; at least one truck observed belonged to a business located four blocks away.

Two common issues were noted: cars parked head-in across sidewalks, and trucks loading/unloading in the street and/or in front of parking spaces. Vehicles parking across sidewalks were observed in numerous places throughout the West End District. Truck loading/unloading happens on a much more sporadic basis.

Accessible parking spaces are provided occasionally, some within private lots and some on City streets. The accessible spaces observed were always associated with a specific use, even when located within the street right-of-way. The survey identified 16 accessible parking spaces within the West End District.

Figure 2-1, [Common Parking Issues](#), presents photographs of parking situations that happen frequently in the West End District.

# Existing Parking Inventory

## City Streets and Parking Lots

The West End District was surveyed via online aerial photographs and Google Streetview, with follow-up in-person review on February 20, 2020. Existing parking spaces were counted or estimated for City streets, private residential properties, private commercial properties, and City properties. The aggregated results of the survey are presented below in [Table 2-1, Existing West End District Parking Spaces](#). The West End District has a total of about 1,550 parking spaces on private lots and City streets, excluding vehicles using the railroad right-of-way for parking.

[Figure 2-2, West End District Parking Survey Area](#), shows the boundary of the area considered.

**Table 2-1 Existing West End District Parking Spaces**

Private Spaces		On Street	City Property	Railroad
Commercial	Residential			
917	447	143	42	80
Total spaces counted: 1,629				

SOURCE: EMC Planning Group 2020

NOTE: See text for description of conventions used in counting spaces.

Several conventions were adopted to deal with unusual circumstances. In some locations, head-in parking appeared to be partially on street right-of-way and partially on private property. In this case the parking was assigned to the private property (in some cases this is formalized through reciprocal agreements). Where a roll-up door faced a street location with a curb cut, the space in front of the door was counted as a private space, but potential space within the building was not counted. For vacant lots, head-in spaces were assumed across the front of the lot. Two-deep tandem parking was only counted for residential uses, and if a garage door was present, an interior parking space was presumed. For on-street locations where no markings were painted, a space length of 19 feet was used to estimate spaces; however, if there were 16 remaining feet of length, that was also counted as a compact space.

## Railroad Corridor

The former Union Pacific Railroad right-of-way is now owned by the TAMC, who acquired the railroad corridor in 2003 using funding from Proposition 116 and the corridor is dedicated to public transportation purposes. The railroad corridor is 100 feet wide and extends for about 3,050 feet (a little over half a mile) within the City limits between Monterey Road and Contra Costa Street. South of Contra Costa Street, the railroad corridor is within the City of Seaside.

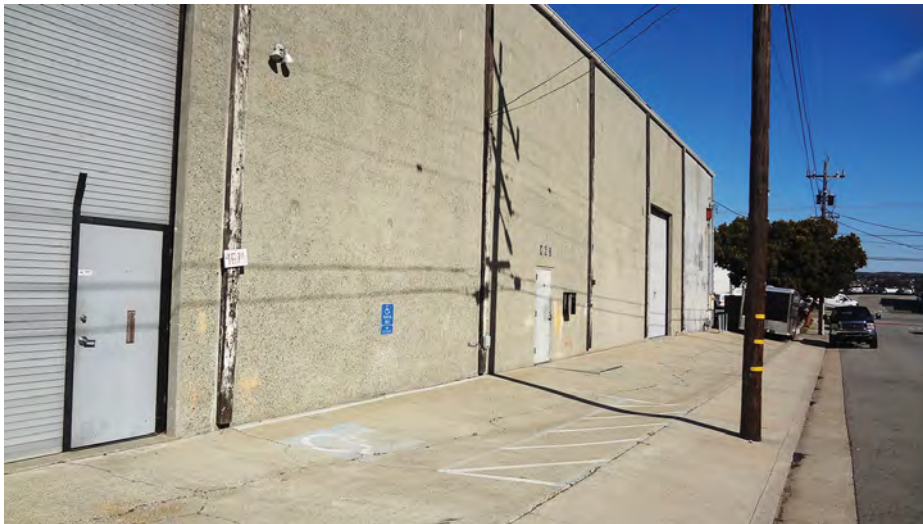




① A large number of cars and trucks park within the TAMC railroad right-of-way.



③ Cars and trucks park across sidewalks throughout the West End District.



② Accessible parking spaces are provided in a few locations, often ill fit into available spaces with questionable slopes.



④ Loading and unloading of trucks often blocks parking spaces on a short-term basis.

Photographs: EMC Planning Group 2020

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Source: Esri 2020



Study Area



Figure 2-2  
West End District Parking Survey Area

Sand City West End Parking Plan

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MST is planning the “SURF! Busway and Bus Rapid Transit Project,” which would create a six-mile-long, bus only express transit corridor within the railroad right-of way, between Marina and Seaside. The project includes the right-of-way within Sand City north of Playa Avenue.

According to the MST website (March 2023), the project is in the final design stage, accompanied by a round of public outreach on key design areas throughout 2022 and 2023. Kicking off construction in 2024 would put the ‘SURF!’ line on track for a 2027 public debut.

Portions of the railroad corridor are leased by TAMC to adjacent property owners for temporary business use. Sand City issues Coastal Development Permits for businesses that operate in the railroad corridor under TAMC leases. Most of these leases occupy the eastern half of the corridor. For example, Mark’s Barn in Sand City occupies the eastern half of the corridor, while the Volvo dealership in the City of Seaside occupies the western half in that same area. Giustiniani Masonry in Sand City is another business that occupies the western half of the corridor. Granite Rock is the only business that occupies the entire width of the right-of-way. TAMC allows these as interim uses until such time as TAMC moves forward with their regional transportation objectives within the railroad right-of-way. TAMC has indicated to the City that general public parking could be an acceptable long-term transportation-related use within the rail corridor, but parking to serve specific private uses is only allowed as a temporary use under TAMC leases.

As many as 80 cars and trucks may be using the railroad corridor for parking in and near the West End District, and an additional 20 to 30 cars and trucks may be using the railroad corridor for parking along California Avenue south of Tioga Avenue. This parking is not a TAMC-authorized use, but there is no known enforcement effort to prevent it. Current Google Maps aerial photography shows about 10 cars or trucks parked in the railroad corridor south of Contra Costa Street (City of Seaside), about 10 cars or trucks north of Contra Costa Street, about 35 cars or trucks between The Independent Apartments and Granite Rock (these are primarily parked behind and presumably associated with Sand City businesses), and about 20 cars and trucks along California Avenue south of Tioga Avenue. On-the-ground follow-up counts showed about eight cars and trucks parked south of Contra Costa Street, and between 13 (after close of business) and 20 (weekday afternoon) cars and trucks parked north of Contra Costa Street. These counts are exclusive of cars and trucks parked within leased areas within the railroad right-of-way.

A photograph from 2016 shows about five cars parked in the railroad corridor north of Contra Costa Street.

### **Total West End Utilized Parking**

Combining the counted spaces on streets and lots, and adding estimated utilization of parking within the railroad corridor, the West End District parking capacity is about 1,630 spaces. The 2003 parking study counted about 900 spaces, but that study did not encompass informal parking

in the railroad corridor, some of the outlying streets (like Olympia Avenue), parking near City Hall, and many of the residential spaces. Table 2-1, Existing West End District Parking Spaces, presented earlier, summarizes the total parking supply inventoried within the survey area.

Commercial uses utilize 917 on-site spaces, as well as about 80 spaces within the railroad right-of-way (near Contra Costa Street) and many of the on-street spaces (assumed about half, for this evaluation). Considering all of these, present commercial uses are using approximately 1,070 parking spaces. These spaces are used for customers, employees, and business vehicles. Although vacant and occupied spaces were not specifically counted, the majority of commercial spaces and street spaces adjacent to commercial uses were occupied at the time of the survey; on the other hand, finding a parking space within a reasonable distance did not appear to be difficult. This analysis presumes that commercial demand equals 90 to 95 percent of the on-site and street spaces and all 80 railroad corridor spaces that were occupied, for an estimated demand of about 1,000 parking spaces.

## 2.2 City Parking Policies and Regulations

### General Plan

The Sand City General Plan includes more than two dozen goals, policies, and programs relating to parking. Goals, policies, or programs with a beginning number “2” are from the Land Use Element, a beginning number “3” are from the Circulation and Public Facilities Element, and a beginning number “6” are from the Public Safety and Noise Element.

**Policy 2.1.4** Consider redevelopment options for the "Robinette site" [The Independent] which include one or more of the following uses:

- Public parking facilities with or without mixed commercial uses;
- 20 to 30 multiple-family housing units; and/or
- Commercial use(s) which will draw people into the Old Town district.

**Goal 2.4** Reduce land use conflicts created by insufficient parking and loading facilities in the Old Town district.

**Policy 2.4.1** Implement the comprehensive parking strategy for Old Town identified in the City's Circulation Element.

**Policy 2.4.2** Identify appropriate locations for public parking facilities and structures.

**Implementation Program 2.4.a** Pursue the acquisition of sites identified as appropriate for public or employee parking facilities.

**Implementation Program 2.4.b.** Utilize parking fees, Redevelopment funds, and other available sources to finance the construction of parking improvements.

**Implementation Program 3.1.b** Consider implementation of alternative and innovative transportation financing methods, such as transportation impact fees, parking revenues, transient occupancy taxes, assessment districts, and other funding sources. Use of the City's building development fee shall continue.

**Policy 3.5.2** Explore the feasibility for developing a park and ride facility at California Avenue and the Union Pacific railroad right-of-way south of Tioga Avenue.

**Goal 3.6** Improve the appearance and safety of streets within the southeast portion of the city through the implementation of a comprehensive parking plan.

**Policy 3.6.1** Require that all new development (not necessarily redevelopment) provide adequate on-site parking facilities to accommodate projected parking demand.

**Policy 3.6.2** Require the incorporation of new on-site parking facilities, the development of temporary or permanent parking facilities on nearby vacant/underutilized property, or the payment of parking "in lieu" fees toward the development of public parking facilities when land use intensification is proposed on existing sites with inadequate parking.

**Policy 3.6.3** Plan and facilitate the development of public parking lots and/or structures within the southeast portion of the city by identifying appropriate locations for such facilities and pursuing their acquisition and development.

**Policy 3.6.4** Consider and include the incorporation of on-street parking improvements (i.e., curbs, pavement markings, signage, etc.) as appropriate within City and/or developer-initiated street improvement projects.

**Policy 3.6.5** Consider the establishment of "Neighborhood Parking Zones" which are oriented toward specific geographical areas and short-term parking alternatives for existing businesses.

**Policy 3.6.6** Develop and maintain effective enforcement strategies for City adopted parking regulations.

**Implementation Program 3.6.a.** Amend the Zoning Ordinance as necessary to incorporate appropriate on-site parking requirements to meet contemporary parking demands generated by potential land uses.

**Implementation Program 3.6.b** Establish "in lieu" parking fees for proposed public parking facilities. These fees would be applied in instances where land use intensification is proposed on a developed parcel and existing parking facilities are not adequate to meet projected parking demands and the development of additional on-site parking is not feasible.

**Implementation Program 3.6.c.** Consider the option for neighborhood parking permit zones within the community. Conduct a public workshop to discuss permit program options and to solicit preferences of community residents and businesses. Program variables include:

1. Hours and days during which parking restrictions apply.
2. Amount of time a non-permit vehicle may be parked in a permit zone.
3. The number of permits to be granted to residents and businesses.

**Implementation Program 3.6.d.** Consider an ordinance which authorizes the City to establish "Neighborhood Parking Zones" subject to the following provisions:

1. A public meeting process shall be required prior to the establishment of a Permit Zone.
2. Require approval by more than 50% of affected residents, property owners, and business people attending the hearing prior to establishing the Permit Zone.
3. Parking allocations shall be tailored to the needs of each individual Permit Zone area.

**Implementation Program 3.6.e.** When appropriate, work with business owners to develop employee parking areas on vacant parcels to reduce on-street parking congestion. Require the following implementation measures for temporary and/or permanent off-site employee parking areas:

1. Require that agreements be established between involved property owners when off-site vacant or underutilized land is used to develop private parking facilities.
2. Design lots to include designated ingress and egress points, and include signs stating that the lots are for employee (permit) parking only.
3. Require that parking facilities on vacant or underutilized sites shall be accompanied by irrigation and fast-growing tree plantings and vegetative screening.

**Implementation Program 3.6.f** Modify parking enforcement procedures as follows:

1. Coordinate with the Police Chief to identify enforcement priorities.
2. Install signage to identify adopted parking regulations.

3. Send notices out to businesses documenting parking regulations and enforcement procedures.
4. Issue warning notices during an initial public education period.

**Implementation Program 3.6.g.** Clearly designate the following parking and vehicular restrictions through signage, pavement striping and pavement symbols:

1. "Customer Parking" and "Employee Parking"
2. "Loading Zones" and "No Loading Zones"
3. "30 Minute Limit"

**Implementation Program 3.6.h.** Amend City parking regulations, if necessary, to address specifically the placement of shipping/storage containers, inoperative vehicles and commercial vehicles within public rights-of-way.

**Implementation Program 3.6.i.** Coordinate with the Police Chief in enforcing the new regulations, including working with offending businesses to identify options/solutions.

**Policy 3.13.1** Consider development of a civic center to accommodate most administrative, governmental and cultural requirements of the community. The complex should include compatible activities of a nongovernmental nature as well, such as professional office uses and public parking, so that it becomes a major activity center and focal point.

**Implementation Program Policy 6.10.11** Require that parking areas for commercial and industrial land uses be set back from adjacent residential areas to the maximum extent feasible or buffered and shielded by walls, fences, berms, and/or landscape.

## West End Design Guidelines

The West End Design Guidelines, developed in 2004, include the following design recommendations for parking lots:

Parking areas will be configured per the scenarios shown in the Parking & Circulation Plan. These guidelines apply to the small lots throughout the district. The goal throughout the district is to relocate pedestrian walks or sidewalks in front of the parked vehicles adjacent to buildings, as lots are redeveloped. Some existing parking areas may be transformed into plazas with seating, as other parking becomes available.

In order to decrease runoff from parking areas, surfacing may include pervious asphalt or pervious pavers. Pavers also have an attractive appearance for lots that are visually prominent on the block.

Shade trees should be provided in the landscaped setbacks adjacent to streets and buildings. Landscaped planters should be located between parking lots and sidewalks where space permits. Planters should include irrigation systems to ensure landscape sustainability.

It should be noted that implementation of the reciprocal parking and sidewalk concept noted above on a lot-by-lot basis instead of an entire block at one time creates incohesive parking and pedestrian conflicts between abutting lots that do and do not implement this strategy.

## Vibrancy Plan

The Vibrancy Plan makes several recommendations regarding parking, including preparation of a comprehensive parking plan. Specific recommendations include preparing an update to the zoning code's parking standards, maximizing parking capacity within street rights-of-way, using City-owned properties for public parking, moving employee parking off the core area streets (Ortiz Avenue/Contra Costa Street area), and installing electric vehicle charging stations. For the railroad corridor, the Vibrancy Plan recommends establishment of a greenway. A greenway as envisioned in the Vibrancy Plan will not be possible along with transit and parking (although a trail could fit). Parking within the railroad corridor will need to be balanced against the desire for a greenway and TAMC plans for regional transportation.

## Other City Plans

The City's Local Coastal Program includes parking policies that primarily apply west of State Route 1, and are largely aesthetic in nature (refer to Section 5.3.4). The Housing Element includes parking policies applicable to residential uses, the most significant of which is a reduction or elimination of parking for accessory dwelling units as mandated by State law (these are adopted as part of Municipal Code Chapter 18.63).

## Municipal Code

The City's general parking regulations are included in Municipal Code Chapter 18.64. Parking regulations specific to accessory dwelling units are included in Municipal Code Chapter 18.63. Changes to State law required amendments to the Accessory Dwelling Unit standards in Municipal Code Chapter 18.63, including changes to parking requirements, which was addressed in 2001 (Ordinance 20-01). The City also has a parking in-lieu fee ordinance in Municipal Code Chapter 10.12. These existing parking standards are presented here for reference.

## Chapter 18.63 ACCESSORY DWELLING UNITS

### 18.63.040 Accessory Dwelling Unit Standards and Approval.

- D. Parking.
- (1) **Parking Required.** Parking requirements for Accessory Dwelling Units shall not exceed one (1) parking space per accessory dwelling unit or bedroom whichever is less. These spaces may be provided in tandem, including on an existing driveway or in a setback area, excluding non-driveway front setback areas. Off-street parking required for accessory dwelling units, as specified by this Chapter, is permitted within the rear or side setback areas unless specific findings are made that parking in these setback areas is not feasible due to specific site, regional topographical, or fire and life safety conditions. When a garage, carport, or covered parking structure is demolished in conjunction with the construction of an accessory dwelling unit or converted to an accessory dwelling unit, those off-street parking spaces shall not be required to be replaced.
  - (2) **Parking Not Required.** Parking for Accessory Dwelling Units shall not be required under the following circumstances:
    - a. The Accessory Dwelling Unit is located within one-half (1/2) mile walking distance of public transit, including transit stations and bus stations.
    - b. The Accessory Dwelling Unit is part of the existing primary residence or an existing accessory structure.
    - c. When on-street parking permits are required but not offered to the occupant of the accessory dwelling unit.
    - d. When a car share vehicle is located within one (1) block of the Accessory Dwelling Unit.
    - e. The accessory dwelling unit is located within an architecturally significant historic district.
    - f. Parking is not required for junior accessory dwelling units. Parking requirements for a single-family dwelling that has, or proposes, a junior accessory dwelling unit shall remain in full effect in accordance with the applicable zoning regulations for that single family dwelling, but shall require no additional parking for the junior accessory dwelling unit.

## **Chapter 18.64 PARKING AND LOADING AREAS**

### **18.64.010 Off-street loading spaces required.**

- A. In any district, in connection with every building or part thereof hereafter erected and having a gross floor area of two thousand square feet or more, which is to be occupied by manufacturing, storage, warehouse, goods display, retail store, wholesale store, market, hotel, laundry, dry cleaning or other use similarly requiring the receipt or distribution by vehicles of material or merchandise, there shall be provided and maintained, on the same lot with such building, at least one off-street loading space to be used exclusively for such purpose for each five thousand square feet of gross floor area so used; provided, that not more than two such loading spaces shall be required unless such gross floor area exceeds eighty thousand square feet, in which case there shall be provided one additional loading space for each forty thousand square feet or major fraction thereof in excess of eight thousand square feet.
- B. Each loading space shall be not less than twelve feet in width, forty feet in length and sixteen feet in height, and shall be clearly marked for this use. Buildings of three thousand square feet or less will be allowed a length reduction of ten feet and allowed to use a portion of the building interior. (Ord. 84-1 §32-16 (a), 1984)

### **18.64.020 Off-street parking spaces required--Generally.**

At the time of erection of any building or structure in connection with any use in any district, adequate onsite parking shall be provided as required by this chapter. At the time that any building or structure is enlarged or increased in capacity by adding floor area or seats or at the time any such building is changed in use so that the new use requires more parking spaces under these regulations than the former use, additional parking shall be provided to the extent required for such new construction, enlargement, increased capacity or change in use. Adequate provision for ingress and egress shall be made, and the parking space shall thereafter be maintained in good condition. Nothing herein, however, shall be interpreted to require the provision of additional parking for buildings or structures that have remained, or are, idle or vacant unless such buildings or structures are enlarged, increased in capacity or changed in use. Parking provided in any area reserved for future street widening by an official plan line shall not be deemed to meet the requirements of this chapter. (Ord. 84-1 §32-16 (b)(1), 1984)

### **18.64.030 Off-street parking--Alternate methods.**

If the required off-street parking for any use cannot be provided on the same parcel on which the use is located because of the size or shape of the parcel, then the required parking may be provided on other property under the following circumstances and conditions:



- A. The parking shall be set aside from other parking on the same premises and shall be clearly marked for the exclusive use of the customers and employees of the use for which it is provided.
- B. Signs showing the availability and location of such parking shall be placed on the parcel on which the use is located.
- C. The parking shall be developed, improved and maintained in accordance with the requirements of Section 18.64.060.
- D. The parking shall be developed in accordance with the local coastal program and coastal zone regulations, if applicable.  
(Ord. 84-1 §32-16 (b)(2), 1984)

**18.64.040 Off-street parking--Size and access.**

Each off-street parking space shall be of usable shape-arrangement and condition and shall be not less than eight and one-half feet by nineteen feet measured along the angle of parking and a compact parking space eight and one-half feet by sixteen feet. A maximum of fifty percent of the parking shall be for compact cars in the commercial and industrial districts. Parking areas shall be suitably paved, drained, lighted and appropriately planted and fenced for the protection of adjacent properties in accordance with specifications of the city and shall be arranged for convenient access, egress and safety of vehicles and pedestrians. All circulation within a parking lot shall be internal and shall not be dependent upon a public right-of-way although alleys may be used. Where a lot does not abut on a public or private alley or easement of access, there shall be provided an access drive not less than ten feet in width in the case of a single dwelling, and not less than twenty feet in width in all other cases, leading to the required parking, storage or loading. There shall be a driveway to any enclosed garage or other enclosed structure provided for the parking of a motor vehicle. (Ord. 84-1 §32-16 (b)(3), 1984)

**18.64.050 Off-street parking--Number of spaces required.**

The number of off-street parking spaces required shall be as set forth in this section. In applying these requirements, the term "floor area" means the total floor area within the exterior walls of any building or structure.

- A. Automobile or Machinery Sales and Service Garages.
  - 1. Machinery sales, one space per five hundred square feet of floor area.
  - 2. Automotive repair, major, five spaces per bay or working area, with a minimum of ten spaces. No bay or service area may itself be used to satisfy this requirement.

3. Automotive repair, minor, four spaces per bay or working area, with a minimum of five spaces. No bay or working area may itself be used to satisfy this requirement.
  4. Automotive parts and accessories, sales and service, one space per two hundred fifty square feet of floor area.
- B. Banks and post offices, one space per two hundred square feet of floor area.
  - C. Business and professional offices other than medical or dental offices, one space per three hundred feet of floor area.
  - D. Churches, one space for each six seats in the auditorium or one space for each fifteen classroom seats, whichever is greater.
  - E. Dancehalls and assembly halls without fixed seats, exhibition halls except church assembly rooms in conjunction with auditorium, one space for each one hundred square feet of floor area used for assembly or dancing.
  - F. Dwellings, single-family and duplex, two spaces per dwelling unit. Single-family is required to have one of those spaces covered, duplexes, one and one-half.
  - G. Dwellings, multiple (apartments, condominiums, or other multiple family developments), one and one-half covered parking spaces per unit of which at least one parking space per unit shall be covered for units of zero through two bedrooms; two spaces per unit for units of three or more bedrooms, of which at least one parking space per unit shall be covered. (Ord. 07-03, 2007)
  - H. Dwellings, mobile-and manufactured homes (mobile homes), two per unit (one covered).
  - I. Furniture and appliance stores; furniture repair shops, one for each five hundred square feet of floor area.
  - J. Rooming-houses and lodging-houses, one for each bedroom.
  - K. Manufacturing plants, research or testing laboratories, bottling plants; the greater of: one space for every two employees in the maximum work shift; or one parking space for each seven hundred square feet of gross floor area devoted to manufacturing, shipping or receiving, plus one space for each three hundred square feet of gross floor area devoted to office use.
  - L. Medical or dental offices, five spaces per doctor in each medical or dental office.

- M. Laundrettes and self-service laundries, one space per two washers and dryers.
- N. Hotels and motels, one space for each living or sleeping unit.
- O. Restaurants, taverns and nightclubs, one space for each fifty square feet where the capacity is not determined by fixed seats, one space for each two and one-half seats.
- P. Retail stores, shops, etc., one space per three hundred square feet of floor area.
- Q. Children's' homes, one space for each four beds plus one space for each employee.
- R. Visitor serving commercial (coastal zone):
  - 1. Dancehalls and assembly halls, one space for each one hundred square feet of floor area used for assembly or dancing.
  - 2. Hotels, motels, one space for each room.
  - 3. Campgrounds and recreational vehicle parks, one space for each sleeping area.
  - 4. Restaurants, taverns and nightclubs, one space for each fifty square feet where capacity is not determined by fixed number of seats; otherwise, one space for each two and one-half seats.
  - 5. Retail shops, stores and other visitor serving commercial use, one space per three hundred square feet of floor area.
  - 6. In addition to on-site parking requirements for each use, an additional ten percent of the project's total required parking shall be required for public parking, either onsite or at another location that would serve to benefit public access, with the location subject to city council approval.
- S. Wholesale establishments, warehouses or utility buildings, one space for each one thousand square feet of gross floor area or one parking space for each two employees on the maximum shift, whichever is greater. Self-storage facilities, including mini-storage shall require one space for every 50 rental storage units. (Ord. 98-05, §1, 1998)
- T. Regional Commercial (C-4 district: All uses in the C-4 district shall have one space per two hundred fifty (250) square feet of floor area. (Ord. 89-1 §2.0, 1989)

In the case of any use which is not specifically mentioned herein, the parking provisions for a similar use shall apply. (Ord. 86-10 §1.0, 1986; Ord. 84-1 §32-16 (b)(4), 1984)

#### **18.64.060 Development and maintenance of parking areas.**

Every parcel of land hereafter used as a public or private parking area, including an automobile, equipment, trailer or other open-air sales lot, shall be developed and maintained in accordance with the following requirements:

- A. Screening and Landscaping. Off-street parking areas for more than five vehicles shall be effectively screened on each side which adjoins or faces any R district or institutional premises by a visual barrier such as an evergreen hedge, solid fence, masonry screen wall, or preferably a dune berm, where appropriate. Such visual barrier shall be not less than four feet nor more than six feet in height and shall be maintained in good condition without any advertising thereon.
- B. Surfacing. An off-street parking area shall be surfaced with an asphaltic, cement, or some other appropriate pavement material so as to provide a durable and dustless surface, shall be so graded and drained as to dispose of all surface water accumulated within the area, and shall be so arranged and marked as to provide for orderly and safe loading or unloading, parking and storage of vehicles.
- C. Lighting. Any lighting use to illuminate any off-street parking area shall be so arranged as to reflect the light away from the adjoining premises in any district.
- D. Parking Space Use. Off-street parking areas shall not be used for the repair, servicing or storage of materials, machinery or trailers; the sale of any goods or services; or, as a work area. No structure is permitted in any off-street parking area.
- E. Wheel Stops. Bumpers, posts, wheel stops or any other acceptable device shall be provided for all parking spaces. All such devices shall be firmly attached to the ground.
- F. Striping. All off-street parking spaces shall be striped to show the required dimensions of the parking spaces. Each line or stripe shall be a minimum of four inches wide. (Ord. 86-10 §2.0, 1986; Ord. 84-1 §32-16 (b)(5), 1984)

#### **18.64.070 Exception--Appeal.**

Except in the coastal zone, the city council may authorize, on appeal, a modification, reduction or waiver of the foregoing requirements only if it

should find that in the particular case appealed, the nature of the use, or the exceptional shape or size of the property or other exceptional situation or condition, justifies such action. (Ord. 84-1 532-16 (b)(6), 1984)

#### **18.64.080 On-site circulation standards.**

A paved, unobstructed access drive not less than twenty-four feet in width for two-way traffic nor less than fifteen feet in width for one-way traffic must be provided to within one hundred feet of each dwelling unit or apartment. Provision for turnaround must be designed into any dead-end or stub-end driveway which exceeds one hundred fifty feet from face of curb. Acceptable means of turnaround will be a cul-de-sac, key or T configuration of a minimum standard approved by the city council. In instances where existing lots of record have been partially developed and a twenty-four-foot access drive is not obtainable in the area of the existing development, an access drive of not less than twenty feet may be approved by the city council if, in its opinion, the circulation and access requirements can be met. (Ord. 84-1 §32-16 (c), 1984)

### **Chapter 10.08 STOPPING, STANDING, and PARKING**

This chapter establishes colored curb parking zones, includes restrictions in parking across sidewalks, in front of fire hydrants, driveways, and other similar places, and restricts parking certain types of vehicles. Aside from a prohibition on parking inoperable vehicles, and 20-minute limits for green and yellow curb zones, Sand City does not have a parking time limit on its streets. This chapter also establishes a commercial parking permit program, but it does not appear to be in use.

### **Chapter 10.12 IN-LIEU PARKING**

#### **10.12.010 Purpose**

The purpose of this chapter is to provide an equitable fee system for owners or their tenants who wish to utilize the property in such a way that they are not able to provide all of the off-street parking for such use as would be required by Title 18 of the Sand City Municipal Code. The funds collected under the authority of this chapter are a user's fee to be used for the construction, operation, and maintenance of parking facilities within the City. (Ord. 88-2 §1)

#### **10.12.020 Adjustment.**

Each property owner or his/her tenant within the City shall pay an annual fee for each parking space for which a parking adjustment is granted. All parking adjustment fees collected by the City are nonrefundable. Adjustments shall be granted, in whole or in part, or denied in accordance with this chapter. This chapter shall not be construed to give a property owner a vested right to pay a fee in lieu of providing the required parking. Said determination shall be within the sound discretion of the City Council, subject to the provisions of this chapter. (Ord. 88-2 §2)

### **10.12.030 Use of Funds.**

All fees collected pursuant to this chapter shall be specially funded in an appropriately titled fund and used solely for the purpose of providing parking in the City. Such purpose includes but is not limited to paying for studies of methods of providing additional parking in the City, for the purchase of land for parking, the construction of parking facilities (including, but not limited to, paying bonded indebtedness on any future parking facility within the City), the improvement of parking facilities, the replacement of existing improvements and maintenance of facilities. (Ord. 88-2 §3)

### **10.12.040 Calculation of Fees.**

The adjustment fee shall be calculated as follows:

- A. The number of parking spaces required shall be as set forth in Title 18 of the Municipal Code, effective on the date on which an adjustment is granted.
- B. The fee shall be five hundred dollars (\$500.00) per year for each space for which an adjustment is granted. This fee may be adjusted from time to time by resolution of the City Council.  
(Ord. 88-2 §4).

### **10.12.050 Payment of Fees.**

The annual fees determined under Section 10.12.040 hereof shall be paid initially, prior to the time the operator of the subject business obtains a business license for such business. Thereafter, the annual fee referred to in Section 10.12.040 hereof shall be paid in advance at the time said business license is renewed. In the event an adjustment is granted under this chapter, it shall not be effective until the initial fee described herein is paid. Such adjustment shall become null and void and of no further effect in the event the annual fee is not paid as required herein, and the operator's business license will be of no further force and effect. (Ord. 88-2 §5)

### **10.12.060 Parking Adjustment.**

**10.12.060.1 Application.** Application for the parking adjustment described in this chapter shall be made by the property owner, tenant, or an agent of the owner or tenant, to the Planning Department on a form provided by the City. An application fee shall be required, which shall not be refundable. Maps, drawings, and other data may be required by the Planning Department to demonstrate that the criteria for parking adjustment as set forth in this chapter apply to the subject property. The Planning Director may, in his/her sole discretion, require any other data necessary for the City Council to make a full, fair, and equitable decision with regard to the issuance of a parking adjustment under this chapter.

**10.12.060.2 Public Hearing.** Upon receipt of an application for a parking adjustment permit, the matter shall be set for a public hearing before the City Council. A notice of the application shall be mailed to all owners of property, shown on the most recent Monterey County tax assessment roll, within a minimum of three hundred (300) feet of all property boundaries. The notice shall be distributed not less than ten (10) days prior to hearing date.

Failure of the owners of such properties to receive notice of a hearing, when mailed in accordance with the above procedures, shall in no way affect the validity of the action taken by the City Council.

**10.12.060.3 Findings of the City Council.** Prior to the issuance of any permit under this chapter, the City Council must make the following findings:

- A. That the property or properties for which a parking adjustment permit is requested under this chapter cannot otherwise be economically utilized.
- B. That there are no reasonable alternative means by which parking, in full compliance with the standards of Title 18 of the City's Municipal Code, may be created, either on the parcel or parcels to be developed, or by obtaining off-site parking by means of purchase, lease, or other legally binding arrangement.
- C. That the issuance of such permit will not be of substantial detriment to neighboring property and the use and enjoyment thereof will not materially affect or impair the purposes of the Municipal Code, the public interest, or the public health, safety and welfare.
- D. Or, in lieu of subsections A, B, and C above, that the proposed joint uses of the property do not, because of the joint use, require the full application of the parking standards of Title 18 of the Sand City Municipal Code.

**10.12.060.4 Issuance of Permit Procedure.** Upon the decision of the City Council to issue a permit under this chapter, the Planning Department shall mail to the applicant a permit form containing the name of the applicant, the name of the business proposed to be conducted on the subject property, the name of the property owner, the address and legal description of the subject property for which the permit was issued, the number of spaces for which an adjustment was issued, and any terms or conditions upon which the permit was issued. Said permit form shall contain a place for the signature of both the applicant and the property owner and a statement that both understand and agree to the issuance of the permit and to any terms or conditions imposed in conjunction therewith. No permit shall be valid or effective until it has been signed by both the property owner and the applicant, returned to the City, and the fee for said adjustment has been paid in accordance with Section 10.12.050 above. (Ord. 88-2 §6)

## Parking Requirements per Building Area

For easier comparison, this section presents the City’s parking requirements normalized per 1,000 square feet of building area. Several of the City’s parking standards are calculated per unit rather than per area, and these have been converted to a per area rate based on the assumptions noted in the table footnotes. [Table 2-2, Parking Requirements per 1,000 Square Feet of Building Area](#), compares Sand City’s parking requirements for land uses present in the West End District.

**Table 2-2 Parking Requirements per 1,000 Square Feet of Building Area**

Land Use	Parking Required per 1,000 Square Feet
Self-Storage	0.4 <sup>1</sup>
Wholesale	1.0
Multifamily Residential 0-2 bedrooms	1.0 <sup>2</sup>
Automobile Repair Service, Minor	1.1 <sup>3</sup>
Automobile Repair Service, Major	1.3 <sup>4</sup>
Manufacturing (includes contractors and artist studios)	1.4
Office (Professional/Business)	3.3
Retail	3.3
Auto Parts	4.0
Restaurant	20.0
Medical Office	15.0 <sup>5</sup>

SOURCE: Sand City 2019, 2020; EMC Planning Group 2020

NOTES:

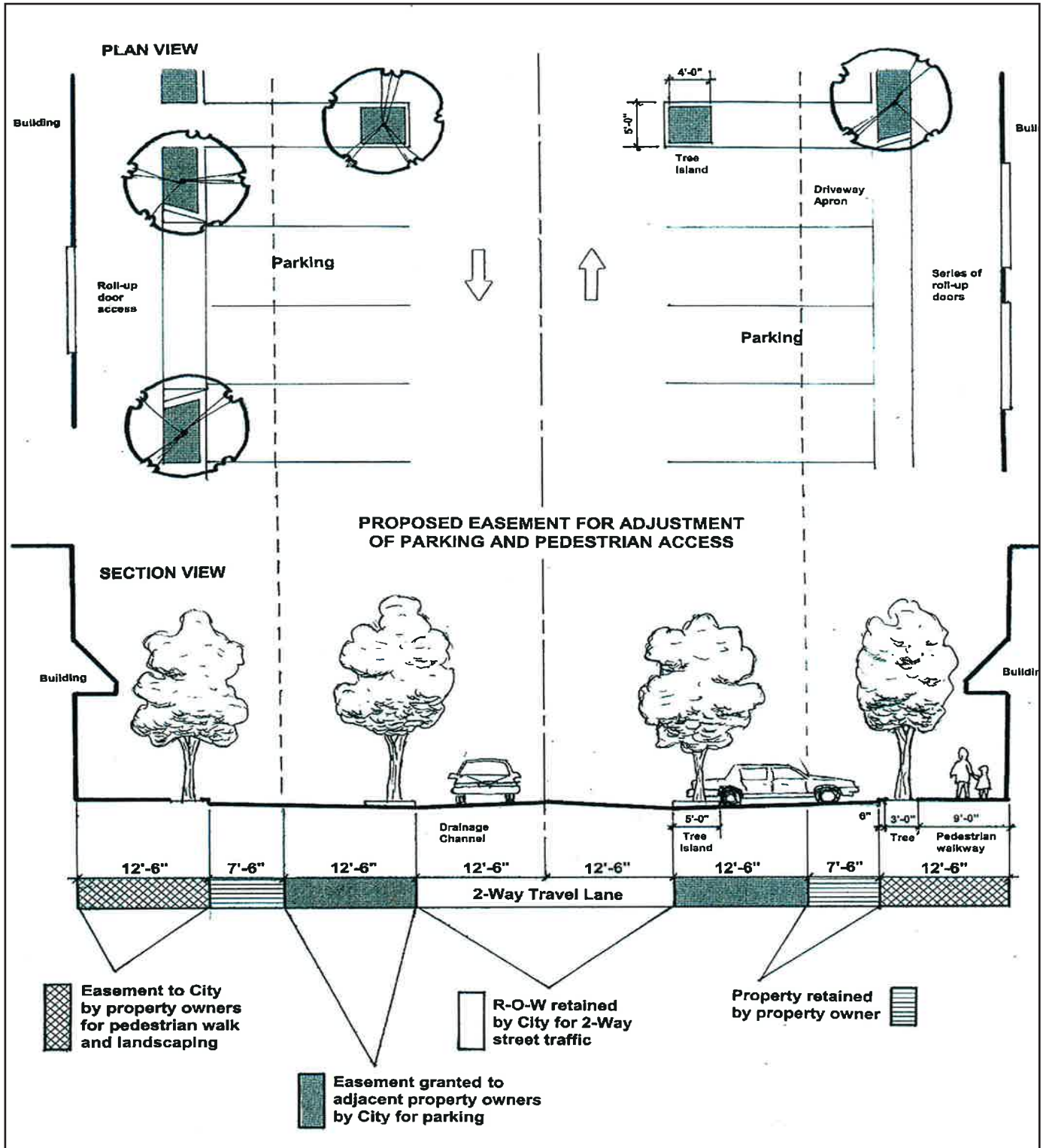
1. Self-Storage: based on estimates from square footage and number of lockers at existing facilities. Self-Storage average 50 square feet per unit
2. Multifamily residential assumes building area of 1,500 square feet per residential unit and 1.5 parking spaces per unit.
3. Auto Repair Service Minor: actual average building area of 5,400 square feet with minimum requirement of 5 spaces.
4. Auto Repair Service, Major: actual average building area of 7,500 square feet with minimum requirement of 10 spaces.
5. Medical Office: Medical offices average 333 square feet per doctor based on counting exam rooms, hallways, special equipment rooms, reception, etc.

Parking standards also appear in tabular format in the first and third columns of [Table 2-3, Estimated Parking Requirements for Existing Businesses](#), presented later in this section.

## Reciprocal Parking Agreements

In some cases (for example, at Carmel Stone on Contra Costa Street), the City entered into a reciprocal parking agreement. Under this agreement, parking spaces are located partially within the street right-of-way and partially on private property, and counted towards fulfillment of the City’s off-street parking requirements. The City secures an easement that allows a public sidewalk to be placed on private property at or near the building in exchange for parking spaces located partially on private property and partially within the public right-of-way. [Figure 2-3, Reciprocal Parking](#), illustrates the typical geometry of a reciprocal parking arrangement.





Source: City of Sand City 2013

Figure 2-3

# Reciprocal Parking

Sand City West End Parking Plan



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**Table 2-3 Estimated Parking Requirements for Existing Businesses**

Land Use Category	Estimated Size/Number	Standard	Spaces Required
Auto repair, major	5 businesses	5 spaces per bay (minimum 10 spaces) <sup>1</sup>	50
Auto repair, minor	8 businesses	4 spaces per bay (minimum 5 spaces) <sup>1</sup>	40
Auto parts, accessories, service	3,600 square feet	1 space per 250 square feet	14
Business/professional offices	12,122 square feet	1 space per 300 square feet	61
Manufacturing <sup>2</sup>	192,785 square feet	1 space per 700 square feet	276
Restaurants and taverns	1,300 square feet	1 space per 50 square feet	26
Retail stores	14,762 square feet	1 space per 300 square feet	75
Wholesale establishments	77,475 square feet	1 space per 1,000 square feet	78
Mini storage <sup>3</sup>	+/- 400 units + private	1 per 50 rental spaces	14
Gyms	19,886 square feet	1 space per 450 square feet <sup>4</sup>	44
<b>Total</b>			<b>678</b>

SOURCE: Sand City 2019, EMC Planning Group 2020; email from Chuck Pooler to Richard James March 4, 2020.

NOTE: Parking requirements were rounded for each individual use so aggregated requirements may not match size x rate.

1. For auto repair, the minimum requirement was assumed for all establishments.
2. The manufacturing rate is applied for contractors and artists' studios.
3. This rate is also applied to private storage and one parking space was assumed for each private storage use.
4. The zoning code does not include a parking requirement for Gyms; City has traditionally used the rate applied.

Reciprocal parking agreements also can be applied when businesses share parking, or businesses and residential uses share parking. This often occurs in retail shopping areas or when the various use types have different peak hour demand times for parking spaces.

## In-lieu Parking Fees

Municipal Code Chapter 10.12 establishes the City's in-lieu parking fee program (see text of this Chapter, above). The program requires City Council approval and payment of an annual fee. To date, the City has not collected in-lieu parking fees. The program is voluntary (as an option to providing on-site parking), and no one has yet opted to participate. Furthermore, the current Parking In-Lieu process, as laid out in the Municipal Code, is separated from land entitlement permit process, which complicates the application of Parking In-Lieu Fees as a condition of land entitlement approval.

## 2.3 Estimated Current Parking Requirements

The actual counted parking spaces were compared to the zoning code requirements for the City's existing businesses. A comprehensive list of West End District businesses was compiled, with data on floor area and type of use (matching uses listed in the zoning code's parking standards). The City's current parking requirements were then applied to this list to generate a rough estimate of total zoning code parking requirements within the West End District.

### Commercial Land Uses

Table 2-3, *Estimated Parking Requirements for Existing Businesses*, presented earlier, shows the estimated number of parking spaces required based on business data, residential unit counts, and the City's current parking requirements in municipal code section 18.64.050. The existing West End District business uses have a code requirement estimated at 678 parking spaces. Actual parking counts indicate that parking demand for the present commercial uses exceeds the requirements in the City's zoning code by about 320 spaces. Based on this comparison, it appears that the City's parking standards require only about 68 percent of the parking spaces that are necessary to serve the observed demand.

This analysis cannot determine with certainty if that deficiency is general to all land use parking requirements or if the deficiency is associated with parking requirements for a particular land use.

### Residential Uses

The street survey counted about 152 residential units within the West End District. About 10 of the units were in duplex buildings, about 81 of the units were in multi-unit buildings, and about 61 of the units were single units. The residential parking standards were applied to these unit counts. Since obtaining bedroom counts was not feasible, each duplex and multi-family residence was assumed to have zero to two bedrooms (thus requiring 1.5 parking spaces). The existing residential uses require an estimated 259 parking spaces. Table 2-4, *Estimated Parking Requirements for Existing Residences*, presented on the following page, provides a summary of existing residential parking capacity.

**Table 2-4 Estimated Parking Requirements for Existing Residences**

Land Use Category	Estimated Number	Standard	Spaces Required
Dwellings, single family or mobile	61	2 spaces per unit	122
Dwellings, duplex or multi-family	91	1.5 spaces per unit	137

SOURCE: EMC Planning Group 2020

NOTE: Duplex and multi-family with three or more bedrooms require 2 parking spaces. This estimate assumes all duplex and multi-family units are zero to 2 bedrooms and require 1.5 spaces each.

Actual residential parking (on-site spaces) was evaluated. There are a total of 106 parking spaces for single-family dwellings and 107 parking spaces for duplex and multi-family dwellings. Existing single-family dwellings provide 16 fewer spaces than the total that would be required by code. For the single-family dwellings, four had no off-street spaces, 21 had a single off-street space, 25 had two off-street spaces, and 10 had three or more off-street spaces. Existing duplex and multi-family dwellings provide 30 fewer spaces than would be required by code. Therefore, existing residential uses are presumed to provide 46 fewer parking spaces than what would be required by the code.

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# 3.0 Projected Parking Needs

## 3.1 Methodology

A similar methodology was used to project two hypothetical and illustrative future scenarios for parking demand, using the City’s current parking standards. Land use shifts are applied in line with the General Plan vision to create a “new millennium” city and policies to increase goods and services, including restaurants and entertainment uses. For the sake of providing comparisons, moderate and higher levels of land use shift are considered. For these analyses, the assumed development scenario focuses on non-residential uses, because any new residential uses are anticipated to provide all required parking on-site, whereas, some percentage of business parking demand is likely to continue to be accommodated on City streets or other City parking areas.

## 3.2 Moderate Land Use Shift

The moderate land use shift future parking demand scenario is based on the following hypothetical changes to the West End District land uses:

- replaces 20 percent of major auto repair uses (one business) with restaurant uses (2,000 square feet);
- replaces 10 percent of manufacturing uses with restaurant uses (19,300 square feet); and
- replaces 10 percent of manufacturing uses with retail uses (19,300 square feet).

This scenario closely aligns with the market study prepared as an input to the Vibrancy Plan. The market study identified additional near-term demand for about 20,800 square feet of restaurants and 18,000 square feet of retail. This scenario does not convert any of the existing lands uses to residential.

Table 3-1, *Estimated Future Parking Demand – Moderate Land Use Shift*, presents an estimate of required parking spaces for a future scenario that shifts land use from the present mix to one with a moderate number of additional retail and restaurant uses. The changes in land uses assume no change of building square footage. Estimated future parking demands are based on the parking standards currently applied.

**Table 3-1 Estimated Future Parking Demand – Moderate Land Use Shift**

Land Use Category	Estimated Size/Number	Standard	Estimated Spaces Required
Auto repair, major	4 businesses	5 spaces per bay (minimum 10 spaces) <sup>1</sup>	40
Auto repair, minor	8 businesses	4 spaces per bay (minimum 5 spaces) <sup>1</sup>	40
Auto parts, accessories, service	3,600 square feet	1 space per 250 square feet	14
Business/professional offices	12,122 square feet	1 space per 300 square feet	61
Manufacturing	154,185 square feet	1 space per 700 square feet <sup>2</sup>	220
Restaurants and taverns	20,600 square feet	1 space per 50 square feet	412
Retail stores	34,062 square feet	1 space per 300 square feet	114
Wholesale establishments	77,475 square feet	1 space per 1,000 square feet	78
Mini storage	+/- 400 units + private	1 per 50 rental spaces <sup>3</sup>	14
Gyms	19,886 square feet	1 per 450 square feet <sup>4</sup>	44
<b>Total</b>			<b>1,037</b>

SOURCE: Sand City 2019, EMC Planning Group 2020; email from Chuck Pooler to Richard James, March 4, 2020.

NOTE: See text for changes reflected in the table. Parking requirements were rounded for each individual use so aggregated requirements may not match size x rate.

1. For auto repair, the minimum requirement was assumed for all establishments.
2. The manufacturing rate is applied for contractors and artists' studios.
3. This rate is also applied to private storage and one parking space was assumed for each private storage use.
4. The zoning code does not include a parking requirement for Gyms; City has previously used the rate applied.

### 3.3 Higher Land Use Shift

The higher land-use shift scenario is based on the following hypothetical changes to the West End District land uses:

- replaces 20 percent of major auto repair uses (one business) with restaurant uses (2,000 square feet);
- replaces 25 percent of minor auto repair uses (two businesses) with restaurant uses (4,000 square feet);
- replaces 10 percent of manufacturing uses with restaurant uses (19,300 square feet);
- replaces 20 percent of manufacturing uses with retail uses (38,600 square feet); and
- replaces 10 percent of manufacturing uses (19,300 square feet) and 10 percent of wholesale uses (7,750 square feet) with residential uses (all residential parking provided on site). Some of this shift could include live-work studios where the industrial space is partly converted to residential, but for the most part, this shift would be comprised of multiple-unit residential buildings.



The higher land use shift scenario presents a land use shift likely to occur over a longer timeframe than the moderate land use shift scenario, and recognizes the potential that some commercial properties could shift to residential use. Under this scenario, there are about 18 residential units (1,500 square feet average), with a requirement for 27 parking spaces. The higher land use shift scenario increases parking demand, but much of the increase is off-set by elimination of existing commercial demands, and the relatively low per square foot residential parking requirement. Therefore, the increase in parking compared to the moderate land use shift scenario is not proportional to the changes.

Table 3-2, *Estimated Future Parking Demand – Higher Land Use Shift*, presents an estimate of required parking spaces for a future scenario that shifts land use from the present mix to one with a significantly higher number of additional retail and restaurant uses, as well as residential uses. Estimated future parking demands are based on the parking standards currently applied.

**Table 3-2 Estimated Future Parking Demand – Higher Land Use Shift**

Land Use Category	Estimated Size/Number	Standard	Spaces Required
Auto repair, major	4 businesses	5 spaces per bay (minimum 10 spaces)	40
Auto repair, minor	6 businesses	4 spaces per bay (minimum 5 spaces)	40
Auto parts, accessories, service	3,600 square feet	1 space per 250 square feet	14
Business/professional offices	12,122 square feet	1 space per 300 square feet	61
Manufacturing	115,585 square feet	1 space per 700 square feet	165
Restaurants and taverns	26,600 square feet	1 space per 50 square feet	532
Retail stores	53,362 square feet	1 space per 300 square feet	178
Wholesale establishments	69,725 square feet	1 space per 1,000 square feet	70
Mini storage	+/- 400 units + private	1 per 50 rental spaces	14
Gyms	19,886 square feet	1 space per 450 square feet	44
New Multifamily Residential	18 units	1.5 spaces per unit	27
<b>Total</b>			<b>1,185</b>

SOURCE: Sand City 2019, EMC Planning Group 2020, email from Chuck Pooler to Richard James March 4, 2020.

NOTE: See text for changes reflected in the table. Assumes 1,500 square feet per new residential unit. Parking requirements were rounded for each individual use so aggregated requirements may not match size x rate.

1. For auto repair, the minimum requirement was assumed for all establishments.
2. The manufacturing rate is applied for contractors and artists' studios.
3. This rate is also applied to private storage and one parking space was assumed for each private storage use.
4. The zoning code does not include a parking requirement for Gyms; City has previously used the rate applied.

## 3.4 Prior Analysis

The 2003 parking study included a gross projection of existing parking requirements (using gross square footage and general parking standards for residential, light commercial, heavy commercial, and manufacturing). A similar future projection was prepared adding ground floor retail to the total for existing demand. The 2003 study concluded that current parking demand was 728 and that future parking demand would be 1,235 spaces (again, compared to a count of about 900 spaces, and not including areas as noted above).

## Parking Opportunity Locations Considered

### 4.1 Potential Parking Locations

This section considers locations in the City that may be under-utilized for parking, or available for establishment of new parking. These include City's street rights-of-way, City-owned property, the railroad corridor, and undeveloped or under-developed privately owned parcels. The following Section 5.0, Parking Concepts and Financing, discusses the selected parking improvements that are recommended for construction with cost estimates provided in Section 8.0, Recommended Action Plan.

### 4.2 Street Rights-of-way

Most of the City's streets are used informally for parking; there are very few locations where on-street parking spaces are marked. There is a potential to gain a small number of spaces by formalizing parking along City streets, but there are other locations where the street parking may be better utilized under the current informal parking. Therefore, the marking of parking spaces is not considered to be an approach that will gain an appreciable number of spaces.

Reducing the number of roll-up doors and length of driveway aprons could slightly increase parking, although the counts that were conducted indicated that the space in front of doors is generally utilized for parking. The City's reciprocal parking agreement strategy of the 2004 West End Urban Design and Parking Implementation Plan formalizes a generally existing condition, and does not gain parking spaces typically; however, such agreements can be used to ensure that sidewalk space is available. Implementation of such a strategy is problematic in obtaining multiple and contiguous property owner participation in addition to physical modifications to both public street and private properties.

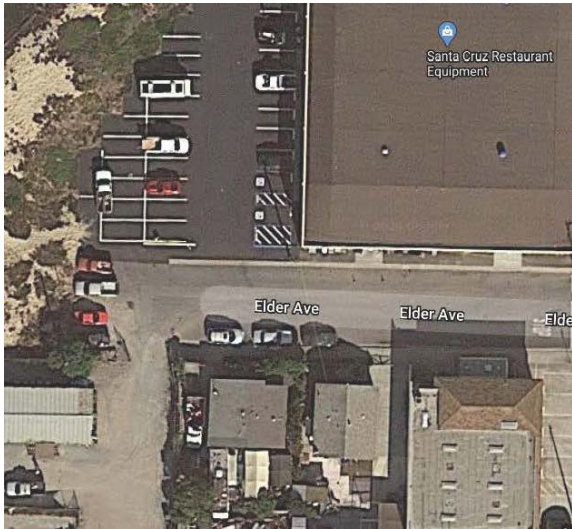
There is some potential to gain parking by formalizing parking at the ends of streets. Specifically, the west ends of Orange Avenue, Shasta Avenue, Elder Avenue, and Ortiz Avenue; the north end of Contra Costa Street; the east end of Dias Avenue, and Bay Avenue off Pendergrass Way. A handful of parking spaces could potentially be gained at each of these locations. Google Earth Aerial photographs of each of these locations are shown on the following pages.



*Orange Avenue West End*



*Shasta Avenue West End*



*Elder Avenue West End*



*Ortiz Avenue West End*





*Contra Costa Street North End*



*Bay Avenue at Pendergrass Way  
(City Hall Parking)*



*Dias Avenue East End*

## 4.3 City-owned Property

### Carroll Property

The City's former redevelopment agency purchased the Carroll Property in 2009. The property is between Ortiz Avenue and Redwood Avenue and east of Contra Costa Street, but excluding the corner at Ortiz Avenue and Contra Costa Street, which is privately owned. According to the Successor Agency's Long Range Property Management Plan, the property was purchased for the purpose of providing public parking. The Long Range Property Management Plan calls for the sale of 6 of the 14 lots within the property to help finance development of parking. This sale has occurred. The City Engineer has estimated that the remaining property can accommodate 25 surface parking spaces accessed from Contra Costa Street or Ortiz Avenue. The Vibrancy Plan includes a conceptual plan for the Carroll Property (with option for including the corner parcel) that would accommodate parking on a second level off Redwood Avenue, and retail on the ground floor and a partial third floor. Since 2021, this property is temporarily being used as a public "art park."



*Carroll Property*

### The Independent Apartments Air Space Easement

The Independent Apartments Phase II area is partially developed with parking spaces and enclosed garages. The City controls a second-level air space easement over this property, which is envisioned to be accessed from the east ends of Shasta Avenue and Elder Avenue for a parking structure. The parking garage site is accessible at the second story elevation (due to grade



differentials) from the ends of Shasta Avenue and Elder Avenue, one block off Contra Costa Street. There have been recent discussions between the City and the owners of The Independent site to move the air easement north for access from Elder Avenue to accommodate a phase 2 residential development on The Independent site. This would also shift the parking structure closer to Ortiz Avenue where pedestrian access via stairs might be facilitated.

The parking structure site is located less than one-quarter mile from the potential TAMC transit station site and could provide a long-term parking solution for the transit station as well as businesses in the West End District. The City is not likely to collect enough fees from The Independent Air Space Easement commercial project permitting within the West End District to finance construction of the parking structure. The RRM Report outlined a variety of other potential funding methods. The City should consider whether design and construction of the parking structure could receive funding assistance through transit grants in conjunction with the TAMC rail project, or the MST express bus route project. The RRM Report estimated that the parking garage could accommodate approximately 195 spaces (60 private The Independent parking on the ground level and 130 City public parking on the deck). The Vibrancy Plan estimated that considerably fewer spaces could be accommodated on the second level of a parking structure at The Independent (the lower-level parking spaces are to be used for The Independent property). The RRM study may have been assuming two levels of City parking.

## Public Works Yard

The City's Public Works yard is located between the west ends of Shasta Avenue and Elder Avenue. The property is not centrally located, but could be utilized for satellite parking if an alternate location were identified for the current public works uses. However, the City's desalination plant is located on this property, and that facility would also require retention of some City parking.



*Public Works Yard / Desalination Plant*

## 4.4 Railroad Corridor

In 2006, TAMC prepared preliminary designs for the railroad corridor, which included the rail line itself, two stations within Sand City, and parking, both for the stations and as suggested by Sand City, in the area between Contra Costa Street and Redwood Avenue. TAMC has since focused their energy on the ‘SURF!’ Busway and Bus Rapid Transit Project, with the bus station located near Playa Avenue. As a result of TAMC limiting the extension of this bus project beyond Playa Avenue, a one-way extension of Orange Avenue within the railroad corridor from Contra Costa Street to Redwood Avenue could provide between 70 and 100 additional parking spaces. The Orange Avenue extension could also provide additional parking garage access opportunities and a very direct pedestrian connection to the TAMC Transit Station site. TAMC indicates that parking is an allowed use within the railroad corridor, but must be for general public use and cannot be used to satisfy private business parking requirements.

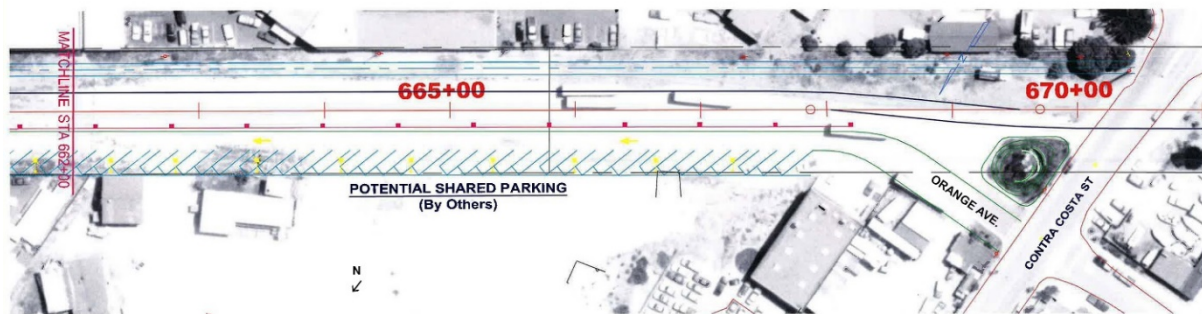
The City’s concept for the West End is to provide a substantial amount of general public parking, such that private businesses, when established, will not have to carry such a heavy burden to provide on-site parking. This often deters businesses from coming to Sand City. The City’s code standards are also suggested to be updated to require less parking for various uses. The addition of more general public parking within the city and a reduction in city code parking standards is intended to promote more commercial and residential uses to be attracted to the West End.



*Rail Corridor behind The Independent*



*Rail Corridor near Holly Street*



*TAMC Railroad Corridor Drawing*



The use of the TAMC Railroad Corridor is a viable option to provide additional general public parking. Some limitations that need to be considered when planning, designing, and implementing public parking in the Railroad Corridor are as follows:

1. Development within the TAMC railroad corridor must not deconstruct or alter any of the existing railroad infrastructure. Disturbance to the existing infrastructure would be considered an obstruction to the future development of an active rail system and a deterrent for the TAMC Board of Directors to provide the required approval to the City of Sand City;
2. TAMC property is currently being leased to several businesses located along the railroad corridor. While the leases can be terminated for transportation related development, they cannot be canceled for projects specifically for public use, such as a parking lot. Additionally, TAMC has a long-standing relationship with Granite Construction and would prefer to maintain their existing lease agreement; and
3. It recently has been investigated and noted that the portion of the railroad corridor extending 330-feet east of Contra Costa within the City of Sand City's City limits somehow included (in 1988) the City of Seaside. Therefore, coordination and resolution to this matter with the City of Seaside would need to occur before any parking infrastructure could be implemented at that location.

With these limitations in mind, designs within the rail corridor could incorporate additional parking while improving regional transportation and preserve the existing railroad infrastructure. For instance, the inclusion of a bike path adjacent to the present rail system would greatly improve public access to the future Monterey-Salinas Transit (MST) SURF busway and rapid transit project while promoting regional transportation by improving connectivity between the existing bikeways, in Sand City, Seaside, and Monterey. This design would also provide sufficient space to increase the availability of public parking within the City. Additionally, the infrastructure required would be relatively minimal and could be easily removed to facilitate the future development of an active rail system within the corridor.

Although the current Parking Plan primarily focuses on improved parking conditions within the West End area of the City, there are also opportunities for parking in the railroad corridor between Tioga Avenue and Playa Avenue. Future phases of the City's Parking Plan will explore these locations to determine the possibility for additional public parking.

## 4.5 Privately-owned Lots

The City would need to purchase the lots discussed in this section, as they are under private ownership and in use by private parties. The largest private un-built lot in the West End District is located at the west end of Redwood Avenue and extends almost to the north end of Catalina Street. This area consists of three parcels owned by the Marotta Trust encompassing about 13,992 square feet with connection to Ortiz Avenue and Redwood Avenue, used for parking commercial trucks and equipment. North of the Marotta Trust land is a parcel known as the “Dr. Kay” property that is about 22,000 square feet and is used for parking recreational vehicles and trucks. The Dr. Kay parcel backs up to State Route 1 and is peripheral to the West End District. The paved end of Catalina Street is located within the adjacent lot (the angled property line between Redwood Avenue and Catalina Street continues to the west and marks the end of Catalina Street).

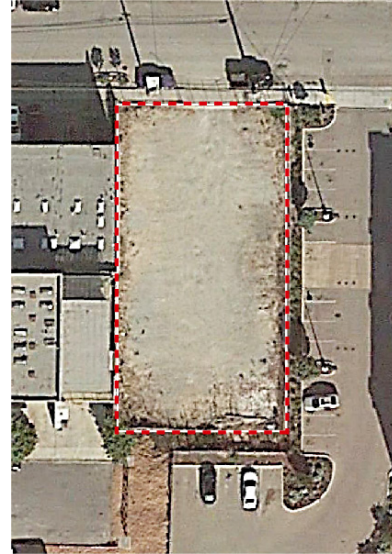


*Property between Redwood Avenue and Catalina Street (Marotta Trust and Dr. Kay Properties)*

There is a small lot between the east ends of Elder Avenue and Shasta Avenue (below, left). This lot is used for parking for an adjacent auto repair business. The lot is centrally located and adjacent to the City’s current parking garage air space easement.



*Elder Avenue Parcel*



*Ortiz Avenue Parcel (Orosco Property)*

The lot between the east end of Elder Avenue and Ortiz Avenue (above, left), referred to in the background report as the Ream Property, was part of a property swap with an equal sized portion of the Carroll Property for increasing on-site parking for The Independent property. The lot, now referred to as the City Air Space Property, was used for parking, but is currently vacant and unpaved. This lot is centrally located and adjacent to the City's current air space easement at The Independent.

There are under-developed and vacant lots on the north side California Avenue east of Contra Costa Street (next page). This area has residential development both on California Avenue and above on Bay Avenue. This area is peripheral to the West End District, and adjacency to residential uses might make this site less suitable.

Note that the private property locations considered here are vacant or underutilized properties. Because they are in private ownership they may or may not be available for purchase or lease by the City. In addition to these locations, there are two properties developed with self-storage units in lower-investment small-scale buildings. One of these properties is located on California Avenue and Pendergrass Way, across from City Hall, and one is located on Redwood Avenue between Hickory Street and Holly Street. Both of these properties are well-located to serve parking needs within the West End District. These properties, likewise, are privately owned and may or may not be available; and additionally, they are an active commercial use. However, the improvements that exist on these properties are much lower cost than a full-sized building, so the potential for re-development may be considered higher on these properties.



*California Avenue east of Contra Costa Street*



## Parking Concepts and Financing

Based on the review of past and current parking studies and current field observations, there are several opportunities for maximizing the use of existing underutilized parking areas, and construction of new or reconfigured facilities. Potential parking locations were identified in Section 4.1, Potential Parking Locations. Within this section, further detail is provided on the recommended parking concepts.

### 5.1 Conceptual Recommended Parking Diagrams

Conceptual parking diagrams were developed for several of the potential parking locations identified in Section 4.1. The choice to use the following potential locations for development of conceptual recommended parking layouts is based on a variety of reasons, explained in the description of each. Conceptual diagrams were developed for the following recommended locations:

- The Independent Air Space Easement/TAMC Right-of-way;
- Orange Avenue extension within TAMC right-of-way;
- Carroll Property and Atelier/Independent Property;
- Holly Street; and
- City Corporation Yard and the ends of Elder Avenue, Shasta Avenue, and Orange Avenue.

The dimensions of all standard parking spaces in the diagrams are presumed to be nine feet by twenty feet (9'x20'), which is slightly larger than City code requirements. It is possible for each of the concepts to gain a handful of additional parking spaces if narrower/shorter spaces are used, provided that appropriate back-out distances and aisle widths are maintained. It should be noted that all cost estimates for the parking concepts noted in the following discussion is in late 2022 dollars, and will be subject to economic factors over time.

### Off-street Parking Concepts

#### Holly Street

Existing marked on-street parking along Ortiz Avenue between Hickory Street and Holly Street consists only of four spaces on the eastbound side of Ortiz Avenue. Marked on-street parking along Holly Street between Ortiz Avenue and Redwood Avenue consists of five parallel spaces

on northbound Holly Street and one space on southbound Holly Street. There is also a yellow curb loading zone along the southbound lane. [Figure 5-1, Holly Street Parking](#), presents a conceptual diagram showing the potential for more efficient use of on-street parking on Holly Street. There may be other opportunities for this concept on other West End streets that have travel lanes greater than 12 feet in width.

On-street spaces along northbound Holly Street could be increased by replacing five existing parallel spaces with up to 10 diagonal head-in parking spaces and establishing a one-way drive lane heading north to the Redwood Avenue intersection. The estimated cost of this Holly Street improvement is \$5,100 per space. An additional six parking spaces could be created by reconfiguring the egress route from the TAMC corridor immediately east of the east end of Ortiz Avenue.

### **City Corporation Yard and the Ends of Elder Avenue, Shasta Avenue, and Orange Avenue**

[Figure 5-2, Corporation Yard and Street-end Parking](#), conceptually illustrates a total of 24 parking spaces (including two existing spaces on Elder Avenue) both on- and off-street at the City Corporation Yard site and nearby street ends of Orange Avenue, Shasta Avenue, and Elder Avenue.

#### ***City Corporation Yard***

As illustrated by [Figure 5-2](#), about ten spaces, including an accessible space, could be accommodated within the City Corporation Yard between Elder Avenue and Shasta Avenue. The parking could be situated along the eastern edge of this City-owned parcel, with one-way drive-through access. The City would need to weigh the advantage of this additional public parking against operational changes for the Public Works Department. The City Corporation Yard improvements would require grading, paving, and striping. Cost for this improvement within the Corporation yard would be approximately \$9,900 per space.

#### ***Elder Avenue, Shasta Avenue, and Orange Avenue***

Figure 5-2 also illustrates the potential for additional public parking at the west end of various streets. Elder Avenue would be extended west to maintain driveway access to an existing off-street parking lot to the north and to the City Corporation Yard drive aisle to the south. Three new parking spaces could be added to the end of Elder Avenue (five total). An additional four parking spaces could be provided at the end of Shasta Avenue and an additional five parking spaces could be provided at the end of Orange Avenue if each of these streets were also extended to the west. The street end improvements would require grading, construction of retaining walls, paving, and striping. The costs for improvements at the end of Elder Avenue would be approximately \$6,300 per space. The costs for improvements at the end of Shasta Avenue would be approximately \$9,300 per space. The costs for improvements at the end of Orange Avenue would be approximately \$12,800 per space.



- \* Replace parallel spaces with diagonal head-in spaces on Holly Street
- \*\* Potential surface parking expansion within TAMC right-of-way with proposed MST Bus Lanes

Source: Google Earth 2018, Monterey County GIS 2019

Figure 5-1

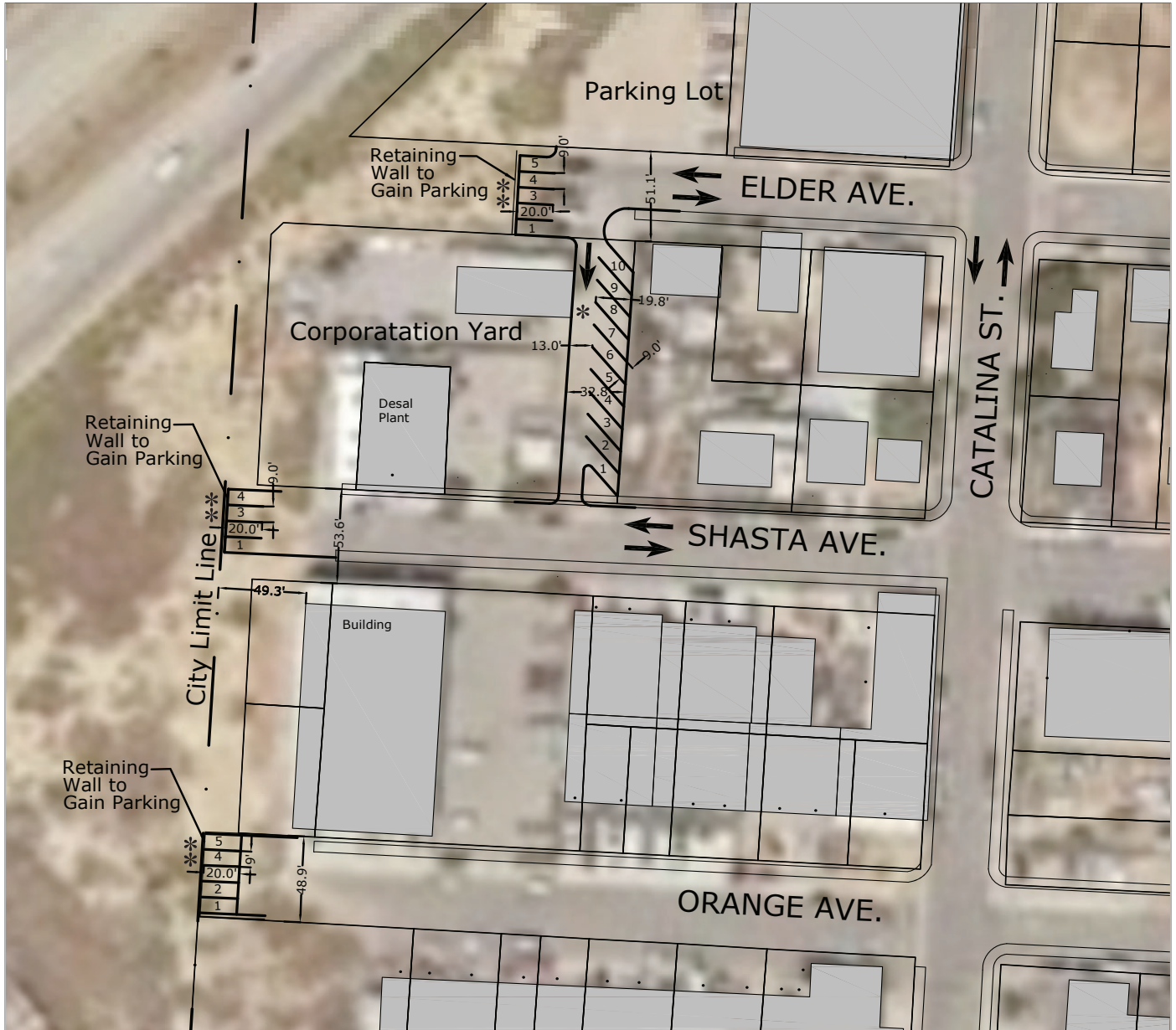
# Holly Street Parking

Sand City West End Parking Plan



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\* City-owned Corporate Yard diagonal parking, with access from Elder Avenue - requires work to improve the end of Elder Avenue to clear the access entrance  
 \*\* Street-end improvements to add public parking



Source: Google Earth 2018, Monterey County GIS 2019

Figure 5-2

# Corporate Yard and Street-end Parking

Sand City West End Parking Plan



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## The Independent Air Space Easement/TAMC Rail Corridor

The “Robinette site” was purchased by the City’s Redevelopment Agency in 1997. When the property was sold for development of the Design Center (now The Independent Apartments) in 2005, the City retained three easements related to the property, one of which was an air space at the east ends of Elder Avenue and Shasta Avenue. The ends of those streets are about six to eight feet higher in elevation than The Independent property; and the intention was to take advantage of the grade differential to gain access to a parking deck with no need for long ramps. The air space easement is approximately 25,779 square feet, and adjoins the TAMC rail corridor to the south. Since the background report was prepared, MST has plans to construct a new bus route along the TAMC Rail Corridor between Seaside and Marina. See further discussion in Section 2.1, Existing Parking Conditions. A conceptual route for two-way bus traffic and an extension of Orange Avenue with one-way directional control within the TAMC corridor is included in Figure 5-5, TAMC Surface Parking, presented later in this section.

Figure 5-3A, *Independent Deck Parking*, presents a conceptual diagram showing a parking deck on the air space easement that would be accessed by an extension of Elder Avenue. A deck on The Independent air space easement can accommodate potentially up to 56 standard parking spaces (including one standard accessible space), and one motorcycle space. This concept would require construction of a parking structure and improvements to Elder Avenue. The cost per space for this deck concept would be approximately \$65,940 per space. A secondary or alternate access route could be constructed by extending Shasta Avenue onto the deck; however, a secondary access would reduce the number of potentially available spaces by about six to eight spaces.

Figure 5-3B, *Independent/TAMC Corridor Deck Parking*, shows potential parking availability if an additional parking deck was added over the TAMC rail corridor and MST bus lanes as an extension of the parking deck illustrated in Figure 5-3A. A parking deck over the TAMC rail corridor would be most efficient in conjunction with a City deck in The Independent air space, because it would take advantage of the grade differential at Elder and/or Shasta Avenues. The Independent deck would accommodate up to 59 standard parking spaces (including one standard accessible space) and two motorcycle spaces in this concept; and the TAMC corridor deck could potentially accommodate 59 spaces with elevator access to the ground level below. Together, The Independent parking deck and the TAMC parking deck could conceivably provide a total of 118 parking spaces. This concept would require construction of the parking structure and improvements to Elder Avenue. A second or alternate access point could also occur on Shasta Avenue (not illustrated), which would reduce the number of potentially available spaces by about six to eight spaces. The ultimate size of the structure would be dependent upon negotiation with TAMC and MST for shared overhead parking in the TAMC right of way. The cost per space for this combined deck concept, as illustrated in Figure 5-3B, would be about \$61,000 per space.

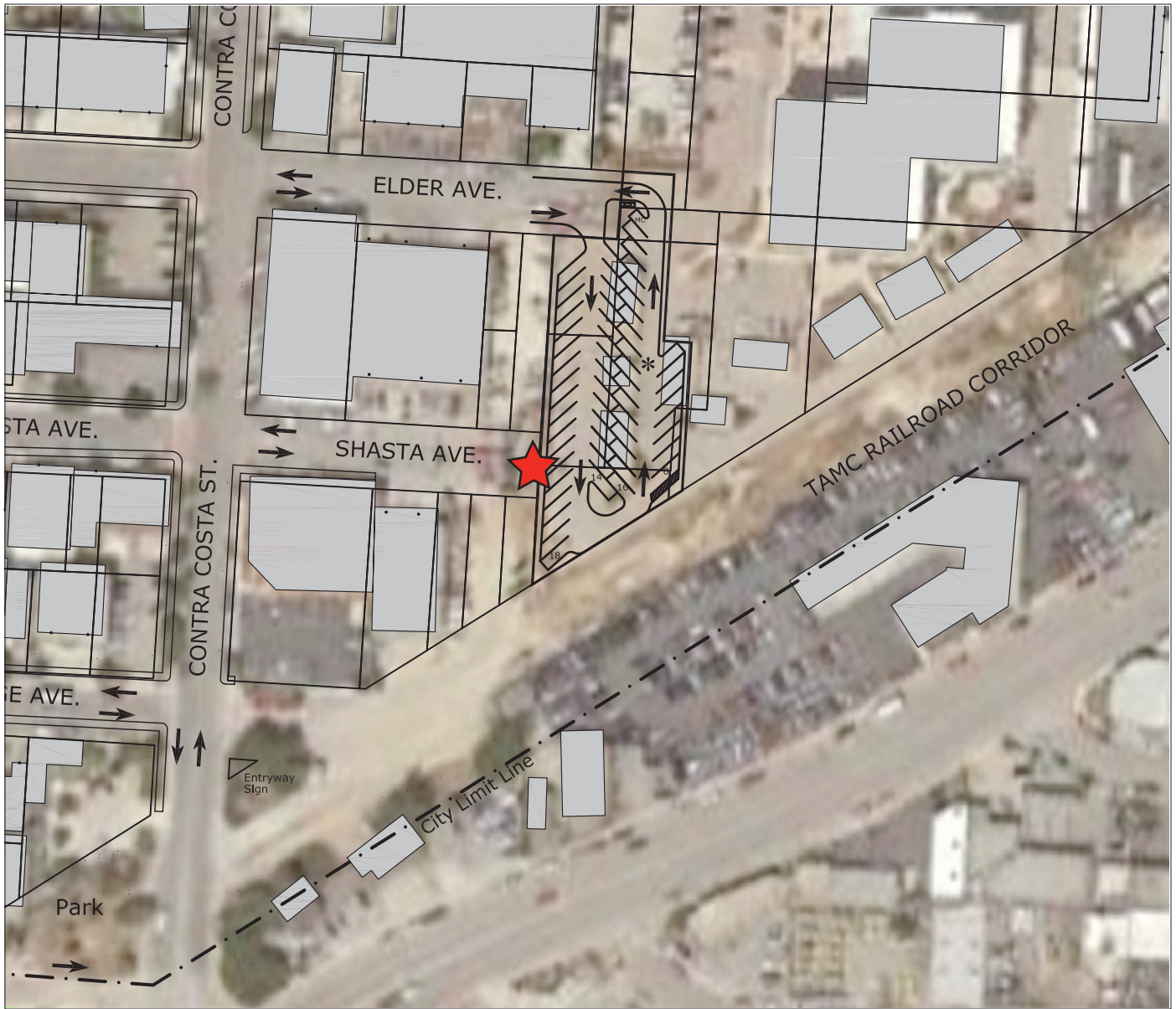
### *Carroll Property and City Air Space Deck Parking*

Figure 5-4, *Carroll/City Air Space Deck Parking*, conceptually illustrates a parking deck on the City-owned Carroll property with access from Redwood Avenue. This would be the second phase of the parking concept described above for the City-owned Carroll property and the conceptual diagram shows that an upper-level parking deck could accommodate up to 27 parking spaces (including one standard accessible space). Two parallel parking spaces on Redwood Avenue would be replaced by a driveway apron. Construction of this improvement would require excavation for footings for the deck support structure, which may also require elimination of 6-8 parking spaces on the surface level. Construction costs for a parking deck would be about \$49,400 per space. Implementation of both parking phases as described herein would result in an overall gain of approximately 46 spaces.

There have been discussions between the City and Urban Atelier LLC (current owner of The Independent) regarding moving the public parking option from the City-owned Independent air space easement to over the former Ream Property fronting Ortiz Avenue (now owned by Urban Atelier LLC) to accommodate Phase 2 construction at The Independent. Also shown conceptually in Figure 5-4, is a parking deck within the air easement with access from Elder Avenue. About 25 spaces (including one van accessible space and one standard accessible space) could potentially be accommodated on this air space easement pending final design. This concept would require cooperation of the Orosco Group in order to excavate footings and build the support structure for the parking deck, as well as construction of an extension of Elder Avenue to access the deck. Costs for this concept would be about \$57,500 per space. However, because the City is discussing the potential to switch The Independent air space easement to an air space easement over the former Ream property, it is acknowledged that if the Urban Atelier property deck on the former Ream property is utilized, the current air space easement would likely be eliminated and not utilized.


Figure 5-5, *TAMC Surface Parking*, illustrates the potential for ground level parking that may be available on the TAMC rail corridor. The RRM Report identified a potential for about 226 parking spaces within the rail corridor. If an upper parking deck is constructed, as discussed above and illustrated in Figure 5-3B, then at least one ground level space would have to be removed to provide stairway and/or elevator access, with additional spaces potentially removed for structural supports pending an engineer's design. Parking spaces and a one-way directional vehicle access lane are shown separated from anticipated MST bus travel lanes. Via the Orange Avenue Extension onto the rail corridor, the availability of parking spaces in this layout and would extend northeast within the rail corridor to an exit point on Holly Street, and potentially further to Redwood Avenue. This design is conceptual and would have to be coordinated with TAMC rail and MST bus route plans to integrate all transportation concepts within the





MC - Motorcycle Parking Space

\* City-owned/Independent Air Space Easement is Utilized for Public Parking Deck

 Optional secondary access to parking deck, which would require extending Shasta Avenue



Source: Google Earth 2018, Monterey County GIS 2019

Figure 5-3A

# Independent Deck Parking

Sand City West End Parking Plan



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MC - Motorcycle Parking Space  
 EL - Elevator

- \* City-owned/Independent Air Space Easement is utilized for Public Parking Deck
- \*\* Potential parking deck within TAMC right-of-way over proposed MST transit and City-proposed trail/surface parking - could be connected to Independent Air Space Easement Deck



Source: Google Earth 2018, Monterey County GIS 2019

Figure 5-3B

# Independent/TAMC Corridor Deck Parking

Sand City West End Parking Plan



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\* Second level deck on City-owned Carroll Property, with access from Redwood Avenue

\*\* Potential City Air Space Easement deck parking, with access from Elder Avenue

\*\*\* Potential expansion of City parking on Orosco-owned (Ream) property in exchange for creating space for The Independent II in the City's Air Space Easement

Source: Google Earth 2018, Monterey County GIS 2019

Figure 5-4

## Carroll/City Air Space Deck Parking

Sand City West End Parking Plan



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\* Ground-level parking within TAMC right-of-way adjacent to TAMC/MST Bus Lanes, with one-way access in from Contra Costa Street  
 Dashed parking space lines indicate potential shared parking with TAMC near The Independent  
 Solid parking space lines indicate an expansion of potential parking spaces to an exit on Holly Street to the east



Source: Google Earth 2018, Monterey County GIS 2019

Figure 5-5

# TAMC Surface Parking

Sand City West End Parking Plan



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TAMC corridor's 100-foot width. The cost for surface corridor parking from Orange Avenue to Holly Street, with no above parking structure, is estimated to be about \$27,100 per space.

Although the concept illustrated in Figure 5-5 has not yet been discussed with TAMC, the TAMC staff has previously indicated that general public parking is an acceptable use of the rail corridor, and the parking would serve, at some point in the future, a proposed rail station at the intersection of Del Monte Boulevard and Broadway Avenue.

### **Combined City/TAMC Surface and Deck Parking Potential**

As noted in Section 4.4, TAMC has indicated opportunities for shared public parking along the railroad corridor. If the City deck and rail corridor deck (Figure 5-3B) function together, a total of 118 parking spaces could potentially be provided by the deck parking in addition to the corridor parking. The overhead deck cost per space would be approximately \$61,000 including the elevator access improvements. The City should consider partnering with TAMC and MST to pursue grant funding and cost sharing opportunities for construction and maintenance if the TAMC deck and surface parking option is pursued. The need for parking within the railroad corridor will also need to be balanced against the desire for a greenway called for in the Vibrancy Plan or a Class 1 bike trail as discussed in the Sand City Sustainable Transportation Plan.

### **Carroll Property and City Air Space Property**

The Vibrancy Plan includes a conceptual plan for the City-owned Carroll Property (with an option for including the corner parcel at Contra Costa and Ortiz) to accommodate parking on two floors. The conceptual diagrams presented here represent a phased approach to providing two levels of parking, with the first phase consisting of formalizing surface parking on the site, accessible from Contra Costa Street; the second phase consisting of construction of a parking deck with access from Redwood Avenue.

#### ***Carroll Property Surface Parking***

Figure 5-6, *Carroll Property Surface Parking*, conceptually illustrates the first phase ground-level parking accessed from Contra Costa Street, assuming the City is unable to acquire the corner lot. When improved to meet the City's storm drainage, disability access and parking, and landscaping standards, surface parking on the City-owned Carroll property could accommodate 28 spaces, including one standard accessible space. Improvements necessary to accommodate a formalized surface lot would include proper grading to meet ADA specifications. The existing driveway access via Contra Costa Street would be maintained, and the lot may need to be repaved and/or restriped. Landscaping improvements and a barrier would be required to physically separate the lot from an adjacent parking lot owned by Ream. The cost associated with these improvements would be approximately \$5,100 per space. If this concept were implemented as the first phase of a two-level structure, excavation down to an acceptable finished floor and retaining walls may be required, which would increase the initial cost.

It is acknowledged that access to the Carroll Property surface parking from Ortiz Avenue would not be possible without significant alteration or demolition of the existing building near Ortiz Avenue. Relocating the building closer to Ortiz Avenue would create enough room for a few spaces within the interior of the new lot, but would eliminate the same or greater number of existing on-and off-street parking spaces along Ortiz. Therefore, these concepts were not evaluated further. [Figure 5-7, Proposed Parking Areas](#), identifies all parking areas recommended for improvements in recommended order of priority.

## 5.2 Summary of Potential Parking Opportunities

The conceptual opportunities for full utilization of existing and potential on- and off-street parking locations are summarized in [Table 5-1, Summary of Parking Concepts and Ballpark Cost Estimates](#).

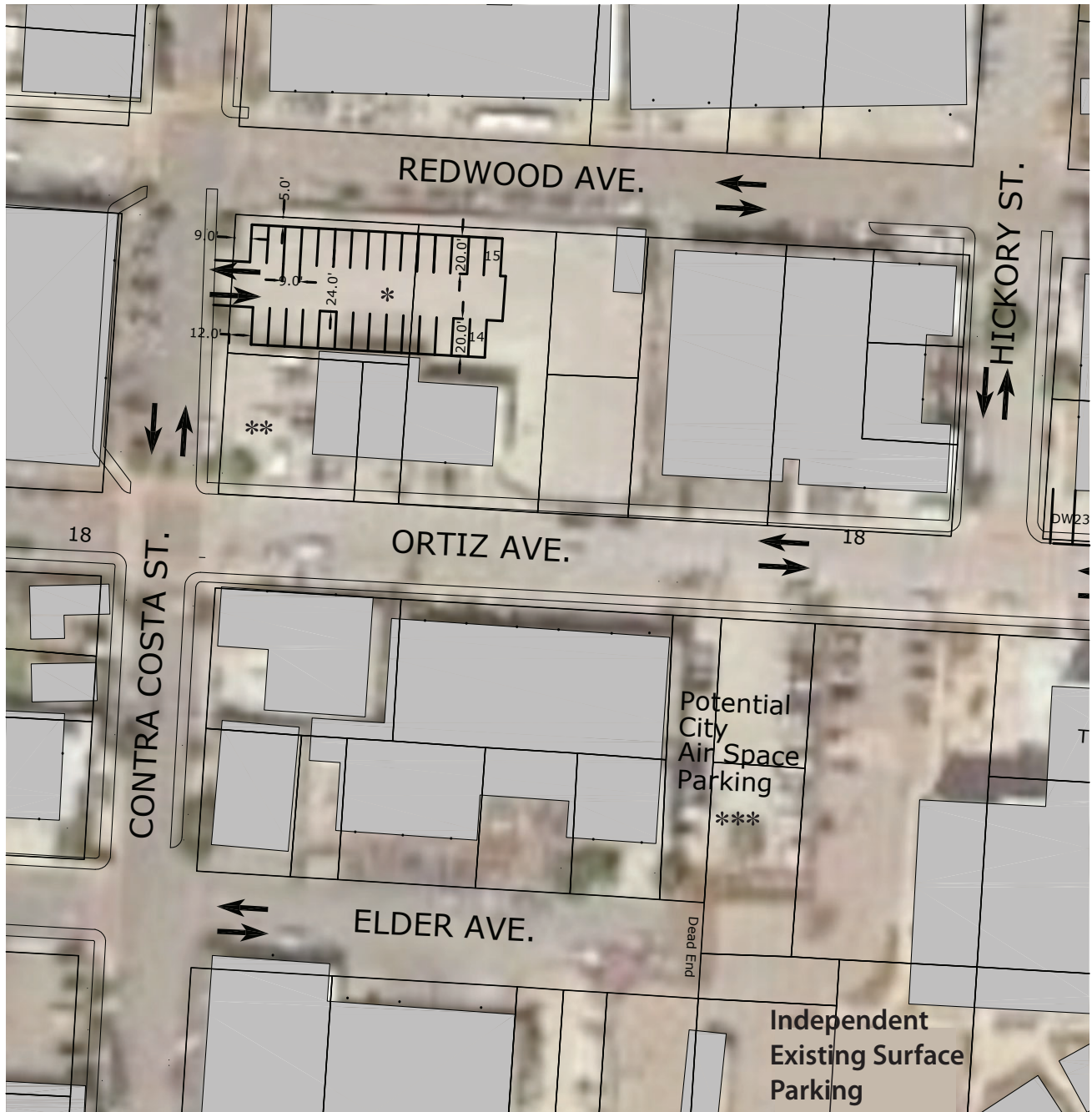
**Table 5-1 Summary of Parking Concepts and Ballpark Cost Estimates**

Concept	Number of Spaces	Total Cost	Per Space Cost
Independent Air Space Deck <sup>1</sup>	56	\$3,692,400	\$65,940
Independent Air Space Deck (with TAMC Deck)	(59) / (59) 118	\$7,192,800	\$61,000
TAMC Surface Parking within ROW <sup>2</sup>	21	\$1,815,600	\$27,100
Carroll Property Phase I	28	\$140,400	\$5,100
Carroll Property Phase II <sup>3</sup>	27	\$1,333,200	\$49,400
City Air Space Deck (Orosco Property - formerly Ream)	25	\$1,435,200	\$57,500
Corporation Yard and Street Ends <sup>4</sup>	24	\$268,700	\$9,575 Avg.
Holly Street	10	\$50,400	\$5,100

NOTES:

1. 56 spaces if constructed without TAMC deck.
2. Represents approximate number of spaces within the rail corridor adjacent to The Independent air space easement. According to the Sand City West End Parking Plan Background Report, about 70-100 parking spaces may potentially be available between Contra Costa Street and Redwood Avenue.
3. Approximate net increase in spaces: 29 second level spaces; less 2 on-street spaces and 8 lower-level spaces (for support structure). The number of spaces assumes that the corner parcel is not available for purchase.
4. Net New spaces.





- \* City-owned Carroll Property
- \*\* Corner Property, as an option to purchase and include in the Carroll property parking plan
- \*\*\* See Figure 5-4 Carroll/ City Air Space Deck Parking



Source: Google Earth 2018, Monterey County GIS 2019

Figure 5-6

# Carroll Property Surface Parking

Sand City West End Parking Plan





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- Proposed Parking Locations
- Sand City Limits
- TAMC Rail Corridor (approx.)

- ★ Optional secondary access to parking deck, which would require extending Shasta Avenue
- ★ Potential exchange of City Air Space Easement at The Independent II for Ream Property to provide expansion of the Art Park or City Parking

Source: ESRI 2023, Sand City 2022

1-11 Improvements in Recommended Order of Priority



Figure 5-7  
**Proposed Parking Areas**  
 Sand City West End Parking Plan



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There are a number of unknowns regarding the availability of the properties identified in the conceptual layouts, which could affect the overall estimate for the total number of public parking spaces that the conceptual potential parking opportunities could provide:

- It is unknown if TAMC would agree to a shared parking concept on a surface level or a parking deck. There appears to be enough right-of-way space in the railroad corridor to provide surface public access, parking, and a bike lane to connect the public to transit.
- The City is contemplating an exchange of The Independent air space easement for an air space easement over the former Ream Property. It should be noted that if The Independent air space easement is not utilized, the total number of potential parking spaces could be substantially reduced.
- If the former Ream Property air space easement is utilized instead of The Independent air space easement, the TAMC overhead deck opportunity may be less likely to occur. This would result in fewer opportunities to add to the City’s available supply of parking spaces.
- The potential for shared parking within the TAMC rail corridor is approximately 70-100 spaces (including the 21-22 spaces adjoining The Independent property), which could be placed between Contra Costa Street and Redwood Avenue. The shared use of these spaces by customers, residents, and visitors to Sand City would be determined by the results of any negotiation between the City and TAMC.

Table 5-2, *Parking Scenario Effects to Total Number of Potential Spaces*, provides an example of the total number of potential parking spaces that would be available if one or another of the Former Ream/The Independent/TAMC deck parking concepts is not implemented. The Carroll property Phase I and Phase II concepts, City Corporation Yard and street end concepts, and Holly Street concepts would be implemented in all three scenarios.

**Table 5-2 Parking Scenario Effects to Total Number of Potential Spaces**

Concept Scenarios	Total Number of Spaces
Independent Air Space Easement Deck (No City Air Space Property Deck, No TAMC Deck)	161
Combined Independent Air Space Easement/TAMC Decks (No City Air Space Property Deck)	223
Atelier Property Deck (No Independent Air Space Easement Deck, No TAMC Deck)	130

NOTE: The total number of spaces assumes that all other concepts are implemented, with the exception of potential shared parking spaces within the TAMC rail corridor in an amount greater than 21-22 spaces.

## 5.3 Financing Opportunities

The City may wish to establish a financing mechanism to capture the costs that are incurred in providing public parking. This would be especially true if the City constructs new surface or structured parking facilities, which would require a significant capital outlay.

Financing parking can be one of the most challenging parts of parking development. Parking costs per space vary depending on a variety of conditions. Total per space costs include the cost of land, design and entitlement costs, construction, and ongoing maintenance costs. Per space construction costs vary widely depending on many variables. The cost of capping debt to design, build, and maintain parking facilities, based on an annual amortization rate is also an important factor when considering the overall cost of a parking facility. Generally, a financial feasibility study or financial pro forma is conducted to determine the costs of constructing and maintaining the parking facility. Key issues include identification of revenue streams, development of financing options, determining construction costs, paying for operation and maintenance, as well as examining alternative uses of the land (opportunity costs).

Most parking structures are financed with private funds. Private financing can occur over 10-20 or more years and may include a variety of financing options such as variable, indexed or blend mortgages. Public financing can involve the use of municipal bonds, with parking revenues, lease payments, and/or benefit assessments used to secure bond payments.

### Parking Benefit Districts

Parking Benefit Districts utilize revenues generated by assessments, taxes, or parking fees to fund transportation-related services or infrastructure improvements within the district. Parking can be managed on an area-wide or site-specific basis. Development of a parking benefit district usually creates a set of guiding principles that help facilitate the process and develop the rules for the district. A plan is developed defining programs and projects to be funded, funding levels, and responsibilities. A Parking Benefit District operates in a similar fashion to a Business Improvement District, but is more focused on its specific purpose.

### Parking Fees

Many types of parking fee strategies involve a flat fee surcharge to the users or owners of parking spaces. Annual parking space fees rely on annual fees for parking spaces and assumes that landlords of parking facilities will pass on the fees to users.

Daily or all-day fees and peak hour fees are typically used when available parking is consumed in high use areas, typically during AM and PM peak periods and at midday. When these fees are utilized, it is assumed that employees with employer-subsidized parking will also have these fees wholly subsidized.

Another type of parking fee, known as “universal access fee,” is similar, but in this instance all users, including those who have parking subsidized by employers, would pay a portion of the parking fee amount.

## **In-Lieu Fees**

A developer payment of a fee "in-lieu" of providing some or all of the code-required on-site parking is often necessary in urban core areas with small parcels where it is impractical or cost-prohibitive to provide on-site parking in a structure or below grade. The in-lieu fee can range from a fraction, to the full cost, of constructing parking spaces. When combined with other revenue sources, the in-lieu fee revenues may be used to fund future parking facilities, pay for other transportation improvements in the project area, develop shared parking facilities, and can be used for the adaptive reuse of older and historic properties. The City currently has a parking in-lieu fee ordinance, which is discussed in later chapters of this Plan.

## **Parking Occupancy Tax**

Parking can be financed through levying a Parking Occupancy Tax (POT). The POT is a tax on paid parking. These revenues can then be designated to fund the parking program’s monitoring and enforcement functions or some other agreed upon purpose.

## **Risk Fund**

Development of a risk fund can guarantee revenue for short-term parking lot owners/operators. This is accomplished by guaranteeing owners of parking facilities a level of revenue in exchange for agreeing to provide short term parking. This can be used to encourage the use of parking resources for short term uses, discourage commuter parking and support the use of transit alternatives.

## **Tax Exemptions and Variable Rate Tax**

Some cities are looking at the feasibility of providing special discounts on taxes to parking owner/operators who allow access to their parking for specific priority users (such as short-term customers). They are also looking at the feasibility of a variable rate parking tax based on parking type and fee level to encourage operators to prioritize parking for this specific target market.

## **Parking Tax by Space**

An additional form of revenue to finance parking can come from taxing parking that is provided free or bundled into lease agreements. A small annual tax on these free parking spaces could result in a significant new revenue source for transportation projects.

## Measure X Funds

Monterey County Measure X, a sales tax measure passed in November 2016, provides funding for street improvements. Sand City is projected to receive approximately \$586,000 over 30 years, at a rate of about \$20,000 per year. The City has yet to expend its received funds in the amount of \$100,000 so far.

## Grants

Grants are available for a wide range of purposes, and the City applies for grants for which it qualifies. Grants can be offered through state or federal agencies and through private foundations. Grants are specific to particular uses and community and/or project qualifications. Grants often require a city to have plans and/or designs already in place at the time of application.



# Parking Management Programs

## 6.1 Overview

Parking management programs typically aim to maximize parking availability for the largest number of persons, and are often designed to prioritize parking for residents or business customers. Parking supply impacts accessibility to businesses, customer willingness to travel to certain areas, and the quality of life experienced by residents. Parking is one aspect of the larger arena of transportation, and a comprehensive parking program will incorporate strategies to reduce overall parking demand by facilitating or incentivizing alternatives to driving into the area. Parking entails both fiscal and opportunity costs, whether the end user pays for those costs directly or indirectly. Transferring some or all of those costs to the end user is a significant part of most parking programs.

When parking limitations or costs are imposed in a business district or other travel destination, spillover into adjacent residential areas often occurs, as drivers try to avoid the limitation or cost. California Vehicle Code Section 22507 permits a City Council to establish parking priority zones, which can be used to protect residential areas against commercial parking intrusion.

## 6.2 Parking Program Components

### Parking Costs

When a parking garage is constructed, the expense of building a structure is more obvious than common surface parking. Few people drive to the Sand Dollar Shopping Center and wonder what the parking lot cost or how much their parking space is worth. Parking provided on private property carries direct development and maintenance costs to the land owner and/or business owner. A developer will have a pretty good idea how much it costs to build the parking, but a business tenant may not have any idea of its value, aside from the convenience it provides for its customers. Construction costs for a typical surface parking space is about \$5,000 and the construction of structured spaces can cost between \$41,000 and \$54,000 per space. From time to time, a parking lot requires cleaning or maintenance, and eventually may require replacement, so there are ongoing costs as well. Additionally, a parking lot utilizes space that could otherwise be put to a higher and greater use, so there is also an opportunity cost that has to be balanced against the utility and convenience provided by the parking lot.

Likewise, public parking, whether it is located on the street or in a lot or structure, carries development, maintenance, and opportunity costs. In the case of street parking, this cost is absorbed into the overall cost of the street, rather than separated out as a parking cost. The opportunity cost may be significant – in Sand City where the street right-of-way is usually only 50 feet wide, street parking precludes the potential for wide sidewalks with outdoor seating, for example.

## Parking Pricing

Parking pricing is an influential tool that can affect parking occupancy, induce increased turnover of convenient spaces, increase overall parking availability, and generate revenue. Parking pricing is most effective when it is combined with a comprehensive package of incentives for alternative modes, such as transit, shuttles, bicycling, and walking. There are several rules of thumb regarding paid parking: charge for the on-street spaces first to promote turnover; if there is both on-street and off-street paid parking, the on-street rates should be higher than the off-street rates; and street parking rates should be set to achieve 15 percent vacancy. Street parking is considered the most valuable, because it is located directly adjacent to the businesses that it serves.

The price of on-street parking is an integral part of overall parking pricing, since on-street parking conditions often drive off-street policy. If the on-street price is low (or free), demand for these spaces is likely to exceed supply, resulting in a shortage of parking spaces. Additionally, when no direct cost is associated with the parking, long-term parking, or even storage, of vehicles on the street is likely. The development of an on-street parking management system relies upon the development of a coordinated and comprehensive parking management system that prioritizes parking spaces for specific users.

Modern electronic parking systems allow for dynamic pricing, both on-street and in garages. Variable rate parking pricing can be used to maximize parking availability, encourage the use of alternative modes, and discourage single occupant vehicles. Variable rate parking pricing can be used to respond to seasonal or temporal differences in parking demand. It can also be used to encourage turnover and increase short term parking supply. Discounts can be given to vanpools and carpool parking. Some cities do not charge for the first hour in a parking garage, so that those making only a quick stop can avoid parking costs, and those staying longer effectively receive a discount. Metered parking is subject to California Vehicle Code sections 22508 and 22508.5. California Vehicle Code section 22511.5 exempts disabled persons from payment at parking meters.

## Ongoing Monitoring and On-Street Parking Rate Adjustments

Successful long-term management of public parking systems includes monitoring to ensure that pricing is appropriate and flexible. For example, over the last 20 years the City of Burlingame has conducted annual surveys of parking occupancy and turnover, the results of which guide changes in the pricing and time limits for public on- and off-street parking. In a second example, the Redwood City municipal code requires annual adjustments, and authorizes quarterly adjustments of meter rates as needed, based upon a target parking utilization rate to determine its on-street pricing policy. Redwood City code requirements include monitoring a parking database and provision of an annual parking utilization study to adjust parking rates. City staff are authorized to adjust rates up or down based upon the target occupancy (utilization) rate.

## Examples of Paid Parking Programs

### City of Monterey Paid Parking Program

The City of Monterey is the jurisdiction nearest to Sand City that operates a paid parking program. Rates in garages are \$1.50 to \$2.00 per hour, with a maximum daily rate of \$8.00 to \$12.00. Rates in surface lots and on streets range from \$0.50 per hour to \$2.00 per hour. Monterey residents qualify for garage parking passes; each pass costs \$20.00 and is valid for 12 months from purchase, providing for two hours of paid parking per day. General public parking pass prices in lots and garages are generally \$52.50 per month, \$150.00 per quarter, or \$540.00 per year, but a few locations cost significantly more.

For the residential parking districts program, which Monterey established in 1985, residents qualify for a free residential decal for each registered vehicle and two guest passes. Permits are only valid within the specific residential zone, and allow all-day parking that is otherwise signed for a two-hour limit. The residential parking permit program is enforced on a random basis; however, when available, city staff will respond to citizens' request for enforcement. Businesses in the New Monterey district may purchase an employee parking pass that allows all day parking, at a rate of \$90.00 per quarter.

### City of Santa Cruz Paid Parking Program

Downtown Santa Cruz has a combination of free (time-limited) and paid parking lots and garages. Parking costs \$1.00 per hour at meters and in garages, and a maximum of \$8.00 per day at garages. Several businesses will validate parking at garages. City and County residents may obtain an annual parking permit that allows two hours parking per day at City parking facilities. The cost is \$25.00 for City residents and \$35.00 for County residents. Metered parking spaces may be paid using a City-issued ParkCard (\$3.00 administrative fee on a \$20.00 pre-paid card) or via smartphone using the national ParkMobile system (\$0.35 transaction fee). Bicycle lockers cost \$0.05 per hour and can be paid using the ParkCard or the national BikeLink system. With the pre-paid cards, only the parking time actually used is charged to the person parking.

The City of Santa Cruz has seven different residential permit parking programs. Residents living on restricted streets can purchase three annual residential permits, two annual guest permits, and up to 30 daily permits per household. Each annual residential permit costs \$30.00.

### **City of Salinas Paid Parking Program**

The City of Salinas operates several garages and parking lots in downtown Salinas. Monthly parking passes cost \$40.00 to \$55.00; the parking lot near the Amtrak station is free with a 72-hour limit. Downtown metered parking and hourly garage parking are \$1.25 per hour; most street parking is limited to between 20 minutes and 4 hours.

Salinas established a residential parking district around the Salinas Valley Memorial Hospital in 2009. Each residence may have up to six annual permits at a cost of \$25.00 each for the first two permits, \$20.00 for the third permit, \$15.00 for the fourth permit, and \$10.00 each for the fifth and sixth permits.

### **City of Palo Alto Paid Parking Program**

In the downtown Palo Alto area, parking is restricted to two hours at no cost. All-day parking passes may be purchased for \$25.00. Residents are allowed up to four permits per residence with the first permit free and additional annual permits \$50.00 each. Each residence may also purchase up to 50 daily guest passes per year, at \$5.00 each. Businesses may purchase annual employees parking permits for several districts for between \$403.00 and \$806.00. Up to four daily permits may be purchased by employees each month for \$25.00 each. Temporary Work Parking Permits are available for contractors working on projects within the downtown area, and are valid for one week or one month.

## **6.3 Supplemental Program Components**

### **Parking Cash-Out (Commercial)**

California's employee parking cash-out program was established in 1992 by AB-2109. The program is applicable for businesses with 50 or more employees, located in air districts that are in non-attainment (this includes Monterey Bay Air Resources District). The program is administered by the California Air Resources Board. In a parking cash-out program for a commercial use, an employee who does not need a parking space is reimbursed by the employer for the value of the parking space that is not used. The parking spaces must be leased by, and subsidized by, the employer. This program incentivizes arriving at work without an automobile. This program could be combined with a transit pass program or provision of secure bicycle parking.

## Transportation Allowance

Employers can offer employees a credit towards transportation goods and services. A transit pass or discount is a direct incentive to use transit, instead of an automobile, to reach work. MST monthly GoPasses are sold at a 25 percent discount when 5 to 20 passes are purchased, and at a 35 percent discount when more than 20 passes are purchased through the Group Discount Program. The provision of transit passes saves the user the cost of a transit pass, increases transit ridership, and results in a lower demand for parking.

## Worksite Amenities

Worksite amenities include access to a wide range of conveniences that reduce the need for employees to drive an automobile to work. Examples could include convenient access to services that may be needed during the day or on the way to or from work, such as dry cleaners, childcare facilities, and restaurants. Other amenities could include onsite showers and clothes lockers to facilitate walking or bicycling, and provision of secure bicycle parking. A worksite could also assist employees with finding carpools or transit options.

## Unbundled Parking (Residential)

With unbundled parking, the value of a parking space is removed from the price of rent, and the parking space is rented separately (or not at all if not needed by the tenant). The cost of parking is typically bundled into the overall rent for an apartment. For an apartment that rents for \$2,000 per month, perhaps the living unit has a value of \$1,800 and two parking spaces have a value of \$100 each. With unbundled parking, in this example, a tenant could opt to save \$100 each month by using only a single parking space, or \$200 per month if they had no car at all. With a program of this type, monitoring tenant's parking activities would be necessary and there may need to be a mechanism to prevent tenants using the street for their long-term parking needs.

## Shared Parking

Satellite parking can be off-site where parking is more available (for instance Park and Ride lots). If used in conjunction with shuttles, transit, or carpooling, it can be an effective way to augment on-site parking capacity. The City's parking requirements currently allow for parking spaces off-site on other private property, but these parking spaces must be dedicated to the particular use. This approach may be appropriate when employees would be parked for long periods of time, but is less appropriate for customer parking spaces, where the demand for a particular business may fluctuate.

A more flexible off-site sharing provision could allow credit for multiple use of single parking spaces, both by time of day and on weekends/weekdays as demands for each use change. Mixed use development provides an opportunity for a reduction in on-site parking and shared use of

parking spaces. Mixed use development allows for the parking demand to be spread out over the period of an entire day, not just at the traditional a.m. and p.m. peak periods. Common types of mixed uses include residential housing (on the second story) over retail (on the ground floor), for instance. The shared use provisions could be developed as part of a mixed-use parking ordinance or standards that recognize the potential for double-utilization of single parking spaces. A similar concept could be applied to contractor fleet vs employee vehicle space.

## Parking In-lieu Fees

A developer or new business owner may be required to pay a parking in-lieu fee instead of providing all of the on-site parking spaces that would otherwise be required. These fees are usually negotiated based on a standard fee and vary depending upon the number of spaces reduced. Sand City has an in-lieu parking fee option, but it is not mandatory and has not been utilized. The City's parking in-lieu fee is earmarked for parking-related costs incurred or anticipated, for example, for funding a parking garage or making improvements to public parking. A cost nexus should be established to validate the fee level if any of the capital improvements recommended by this study are implemented.

## 6.4 Parking Code Provisions as Management Tools

Sand City has typical minimum standards for on-site parking (refer to [Table 2-2](#) and [Table 2-3](#)). A significant portion of future parking supply is expected to be provided within the street right-of-way – the RRM Design Group parking study (2004) estimated that about half of the parking in the West End District would be provided on-street. The conceptual diagram presented in [Figure 5-1 Holly Street Parking](#), also provides an example of potential changes to existing on-street parking configurations, that have been applied elsewhere in the City (see [Figure 2-1](#)) and could be applied on City rights-of-way that have travel lanes greater than 12 feet in width.

Whether through changes in the numerical parking requirements, exemptions for initial square footage, or a combination, the City's parking requirements should reflect that most parking is, and will likely continue to be, provided on-street. While a parking increase may be warranted for contractor services businesses to solve fleet/employee vehicle issues, a decrease may be warranted for retail, restaurant, and other similar small businesses with walk-in customers. Changes to the parking regulations would potentially facilitate business development within the West End District, and as such, may be a high priority for the City. There are several aspects to the changes the City could consider: numerical requirements, range of listed land uses, flexibility for off-site parking or mixed-use projects, and potentially, parking exemptions. Off-site and mixed-use projects provide opportunities for shared parking and/or combinations of parking credits and in-lieu fees. If exemptions are considered by the City, it is assumed that the on-street parking spaces would provide adequate parking, which seems to be borne out by the 2004 RRM Design Group parking study.



## 6.5 Non-monetary Approaches to On-street Parking Management

### Time Limits

Parking space time limits are another approach to increasing turn-over and ensuring availability of spaces. Time limits require enforcement, or threat of enforcement, to be fully effective. Since meters are not involved, electronic monitoring cannot be readily implemented. Generally, time limits are set at 20 minutes, or one, two, three, or four hours. The time limits are short enough that the space should turn over at least twice, and potentially many times during the span of a business day.

### Implement Existing Regulations

Municipal Code Section 10.08.050, Permit Parking, establishes a commercial permit parking program to regulate and discourage the street parking of recreational vehicles (RVs), hitch trailers, and large commercial trucks. Continuation of this program in addition to the City's in-lieu fee program outlined in Municipal Code Chapter 10.12, are existing mechanisms that the City can use to offset costs of street improvements or new traffic facilities.

### California Vehicle Code Requirements

- Section 22507 allows cities to prohibit or restrict stopping, parking, or standing of vehicles, including, but not limited to, vehicles that are six feet or more in height (including any load thereon) within 100 feet of any intersection, on certain streets or highways, or portions thereof, during all or certain hours of the day.
- Section 22507.5. (Sand City Municipal Code Section 10.08.040) allows cities to, in a residential district, prohibit parking of commercial vehicles having a manufacturer's gross vehicle weight rating of 10,000 pounds or more, with the exception that deliveries cannot be restricted.
- Section 22511.5 exempts disabled persons from parking time limits.
- Section 22521 prohibits parking within 7.5 feet of a railroad rail.
- Section 22500(f) prohibits parking on sidewalks.
- Section 22507.5 allows cities to completely prohibit street parking from 2:00 am to 6:00 pm. Overnight parking for residents is not affected, although in many cases a residential permit program is used to exempt residents or employees at all times, depending on the purpose of the time restrictions. The time limits are usually only in affect during standard business hours (for example 8:00 am to 6:00 pm) on weekdays or Monday through Saturday.

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## Revisions to Parking Regulations

### 7.1 Changes to Urban Character

Parking requirements are a constraint in the largely developed West End District. Because most of the parcels are already developed with maximum building coverage and with very short street setbacks, there is often inadequate room to provide on-site parking that meets the City's requirements or accommodates preferred land uses described by the General Plan.

Additionally, when considering code requirements in the West End District, the City should consider effects of parking requirements on urban form. A typical parking space measures 9.5 feet wide by 18 feet deep, or 171 square feet. City Code requires a minimum of 8.5 feet wide by 19-foot deep. Safe backing movements typically require a 24-foot-wide drive aisle; an additional share of 9.5 feet by 12 feet, or 114 square feet, is required for access, so a total minimum area of 285 square feet is required per parking space. Adding driveway aprons, additional width for accessible spaces, and other considerations, a minimum requirement of 300 square feet per space is reasonable, which is consistent with the typical range of 300 to 400 square feet noted in the background report discussion of parking structures.

A parking requirement of four spaces per 1,000 square feet would, therefore, require 1,200 square feet of parking area, an amount of parking area greater than building area. In the current Sand City code, this parking ratio applies to auto parts stores, retail stores, and business offices. The Sand City code also requires a parking area for restaurants more than five times larger than the building it would serve. Providing surface parking for these uses under the current code is not possible without removing at least half of the existing buildings in the West End District.

#### Attraction/Retention of Businesses

Developers and business owners may also worry about the long-term marketability of individual sites if parking is restricted or unavailable. If parking is regulated on an area-wide basis rather than on a site-specific basis, then one site would be just as competitive as any other within the regulated area. Providing enough parking for the West End District as a whole should be the objective of the City.

## Mixed Uses

In a mixed-use district, or any location where residential uses are in proximity to businesses and industrial uses, compatibility needs to be considered; especially in regard to excessive noise, light, or traffic, or high un-met parking demands. Although the uses and development standards are generally flexible, the parking requirements can be difficult or impossible to meet on parcels with little room for parking spaces, and this can constrain land uses the General Plan seeks to promote.

## 7.2 Approaches

Numerous approaches are possible to address revisions to the City's parking codes. It is recommended that the City consider a wholistic approach to address the problem from several distinct angles. Following is a list of potential approaches, with a short discussion of each approach following the list.

- Revise list of land uses;
- Adjust numbers in code;
- Eliminate all parking requirements;
- Institute maximum parking allowance;
- Exempt an initial quantity of building area from parking requirements;
- Provide reductions for select business types;
- Provide reductions for shared parking potential;
- Provide reductions for reduced automobile use;
- Provide for alternative transportation;
- Reduce requirements to recognize portions accommodated on the streets;
- Reduce requirements and institute a mandatory in-lieu fee;
- Institute a parking payment program;
- Institute a commercial parking financing district;
- Increase parking requirements for fleet and delivery vehicles;
- Institute a residential parking program per CVC section 22507.5; and/or
- Institute time limits per CVC section 21458 (green zones).

## Revise List of Land Uses

The City's current parking code regulations do not include several of the common land uses found within the West End District or land uses promoted by the General Plan, including artist's studios and contractor yards. Presuming the City does not completely eliminate off-street parking space requirements, the City should make changes to the parking land use list. For example, the list of land uses could be amended to include among others, contractor businesses for which there is no land use category, and/or to consolidate similar land uses such as auto repair uses and auto repair sales/services uses.

## Adjust Numbers in Code

Surveys of various jurisdictions' parking codes indicate that the parking requirements in most zoning codes are sourced from the code requirements other jurisdictions have already adopted, or from the Institute of Transportation Engineer's parking guidance. For the purpose of this Parking Plan and study analysis, the American Planning Association's (APA) Planning Advisory Service (PAS) Report No. 510-511 on Parking Standards was also referenced. Very few parking standards are based on local surveys and studies. Any changes to the City's off-street parking requirements should be based on rational or logical considerations within Sand City. Based on observations of current conditions within the West End District, auto repair and contractor businesses are just two examples of land uses for which on-site parking requirements need to reflect the actual parking demand observed in reality. If off-street parking requirements for these businesses are increased, the availability of public on-street spaces could free up.

## Exempt Initial Quantity of Building Area

This approach is meant to relieve smaller businesses from commercial parking requirements. In this approach a specified amount of building square footage, for example, 1,000 square feet, would be exempt from parking requirements, which would result in a proportionally larger reduction in parking requirements for smaller buildings than for larger buildings. To illustrate, a building of 2,750 square feet that would normally require six spaces for a 1/500 parking requirement would only then be required to provide four spaces resulting in a 33.3% reduction; whereas a building of 11,000 square feet that would normally require twenty-two spaces for the same parking requirement would then be required to provide twenty spaces resulting in only a 9% reduction. Thus, smaller buildings reap the greater benefit. Parking requirements not based on square footage would not be adjusted. This approach directly addresses the City's problematic issues related to considering land use application requests for businesses that are promoted by the General Plan in small buildings or units that have insufficient space to otherwise meet off-street parking requirements. See [Appendix A: Analysis – Floor Area Reduction for Parking Exceptions](#).

## Institute Maximum Parking Allowance

Given the lack of space available within the City to construct private off-street parking that meets current code requirements, a parking maximum could also be considered. The parking maximum would create an upper limit on site-specific or area-wide parking supply to increase opportunities available for shared parking and/or parking credits, and promote the use of alternative transportation. This approach allows flexibility in addition to, or instead of, minimum parking requirements. Parking maximums are typically most successful in areas with a well-developed transit system that allows for reduced dependency on cars.

Transit stops currently serving Sand City are located at the Sand City Station on Playa Avenue, and along Del Monte Boulevard in the City of Seaside. MST will be implementing its SURF! Busway and Bus Rapid Transit, which may eventually add an additional stop within or adjacent to the railroad corridor, potentially near Tioga Avenue. Other than the beaches, the most distant locations in Sand City (the farthest house at East Dunes and the eastern end of Dias Avenue) are within a one-half mile walk of a bus stop. Most of the West End District is within one-quarter mile of a bus stop, with the area generally east of Hickory Street and west of East Avenue being farther than one-quarter mile.

Establishing a cap on required parking would reduce the number of available parking spaces but could also free up space for pedestrian safety, streetscape, and storm water Low Impact Development (LID) improvements that also improve the aesthetic value of the urban character of a neighborhood, reduce storm water runoff and heat island impacts of parking, and even increase tax revenues through the redevelopment of underutilized parking lots. Limiting the parking supply in areas of concentrated businesses and services may result in some spillover, and would be most effective when used in conjunction with coordinated implementation of other beneficial programs such as employee parking allowances, ride-sharing, resident permit parking, and implementation of attractive pedestrian environments with access to rapid transit service.

As new development occurs, parking maximums can also be set up as transferable parking credits, which enables unused parking spaces to be transferred or sold to another development if they are not needed. This allows for area-wide control of parking supply without restricting developments that need more parking. Developments requiring less parking can benefit by selling or leasing the rights to their additional spaces. There is a subtle difference between parking maximums, and reducing the parking minimums. While market forces will usually want to expend as little as possible on parking (i.e., just meet the minimum), there are occasions where parking beyond the minimum might be desirable for a particular use or attractive for market reasons, so minimums may sometimes be exceeded, whereas maximums establish a specific limit.



## Parking Reductions

Add a code section that outlines the qualifying circumstances and criteria for reductions in the required number of spaces either by right or through a discretionary process. This approach serves market forces that would desire to provide less parking than the set standard. As with parking maximums, this approach also dovetails well with the availability of transit alternatives, walkability of the area, and access by bicycle, so that automobile dependence is reduced. There are several potential approaches to reducing parking requirements, described below.

### Reductions by Select Business Types

The results of the comparative survey of the cities of Monterey, Salinas, and Emeryville, presented earlier, indicate that several business types in Sand City have parking requirements that require more land area than what is available to meet them, and based on observations of current conditions, would not need the extent of parking required by city code. Relevant land uses include restaurants, auto parts stores, retail stores, and business offices. Businesses with lower-than-typical visitation or a rapid customer turn-over are suitable for this approach. For example, given the same seating area, a casual restaurant may require fewer parking spaces than a high-end restaurant, both because diners stay for a shorter amount of time at the casual restaurant, and because staffing may be higher at the high-end restaurant.

### Shared Parking Potential

This reduction approach can be used in both residential and commercial districts, where one or more uses are operated on one lot, such as: primary and accessory dwelling units, deed restricted senior, and/or affordable housing units; live-work units where both living and a business use are conducted by the same person, with generally limited visitation; mixed residential units and commercial space where the parking demand varies between night (residential) and daytime (business) hours. This is typical with lodging that has attached services; as for example, many of the lodging guests will also be customers at an attached restaurant and occupy the single parking space. Opportunities available for this approach are present on already built lots, under-utilized lots, or on City-owned lots or easements such as the Carroll Property and The Independent air space easement. As a general observation, this approach is practical for the West End District as a whole, because of the proximity of a wide variety of uses.

### Reductions Tied to Availability of Transportation Alternatives

All of the site-specific reductions in parking requirements would be most effective where transportation alternatives are available, such as a site within a certain walking distance to an existing or planned transit stop, and where new development, redevelopment, and expansion of existing development are in compliance with the City's Trip Reduction Ordinance (Municipal Code Chapter 18.96). The most recent State housing law that has mandated parking exemptions for proximity to transit, has used a one-half mile walking distance, which would encompass most

of Sand City. A one-half mile walk takes about 12 minutes. Likewise, in an area that provides good walking and bicycling connections, automobile dependence will be reduced and thus parking supply can be reduced. The City's Sustainable Transportation Plan directs investment in pedestrian, bicycle, and mobility-challenged transportation improvements.

## **AB-2097**

AB-2097, which was passed by the California legislature and signed into law on September 22, 2022 by Governor Gavin Newsom, would prohibit a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project, as defined, that is located within 1/2 mile of public transit, as defined.

The bill would create an exception from the above-described provision if the housing development project (1) dedicates a minimum of 20% of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities, (2) contains fewer than 20 housing units, or (3) is subject to parking reductions based on any other applicable law.

“Public transit” means a major transit stop as defined in Section 21155 of the Public Resources Code. *“Major transit stop” means a site containing any of the following: (a) An existing rail or bus rapid transit station; (b) A ferry terminal served by either a bus or rail transit service; or (c) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.* Sand City has a major transit stop that meets this criteria (c). With the implementation of the Better Bus Network on December 10, 2022, Jazz A and Jazz B have a combined frequency of 15-minute service from 7:26 a.m. to 6:48 p.m. at Sand City Station. This meets the definition for a “major transit stop.” Sand City also has a transit stop adjacent to the commercial shopping center, a location that could, in the future, be transitioned to have residential land use on the site which would have easy access to additional transit stops.

In order for a proposed developments within Sand City to achieve the desired reduction in parking, as described in AB-2097, the above criteria would need to be analyzed for each project that is located within 1/2 mile of the City's transit stop. If the City believes Section 65863.2 applies, they can still impose standard parking requirements by making written findings as follows: See below in italic.

*65863.2. (a) A public agency shall not impose or enforce any minimum automobile parking requirement on a residential, commercial, or other development project if the project is located within one-half mile of public transit.*

*(b) Notwithstanding subdivision (a), a city, county, or city and county may impose or enforce minimum automobile parking requirements on a project that is located within one-half mile of public transit if the public agency makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing*

*minimum automobile parking requirements on the development would have a substantially negative impact, supported by a preponderance of the evidence in the record, on any of the following:*

- (1) The city's, county's, or city and county's ability to meet its share of the regional housing need in accordance with Section 65584 for low- and very low income households.*
  - (2) The city's, county's, or city and county's ability to meet any special housing needs for the elderly or persons with disabilities identified in the analysis required pursuant to paragraph (7) of subdivision (a) of Section 65583.*
  - (3) Existing residential or commercial parking within one-half mile of the housing development project.*
- (c) For a housing development project, subdivision (b) shall not apply if the housing development project satisfies any of the following:*
- (1) The development dedicates a minimum of 20 percent of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities.*
  - (2) The development contains fewer than 20 housing units.*
  - (3) The development is subject to parking reductions based on the provisions of any other applicable law.*

The City should consider parking standard reductions or alternative methods to determining parking requirements for project applications in order to attract desired land uses to the West End. The City has the right under the new law to require standard parking provision, as long as the City addresses an application within 30 days and makes appropriate finds (as described herein and in Section 65863.2). The City should consider creating a standardized procedure for this required 30-day response.

### **On-street Accommodations**

Continue to recognize the portion of parking provided on-street or overlapping private property / City right-of-way lines (provided that a reciprocal parking agreement is executed) and appropriate pedestrian, traffic calming, and LID designs are implemented. This would be most effective if implemented on an area-wide basis through a commercial financing district, in-lieu fee program, and/or parking fees. As with any approaches that reduce parking requirements, having good access to transit or good bicycle/walking options, is beneficial.

### **Mandatory In-lieu Fee**

Implement the City's in-lieu parking fee ordinance (Municipal Code Chapter 10.12) on a mandatory basis. This approach would entail the use of a mandatory in-lieu fee when the required parking is not met. Although the current code is voluntary, collected funds are required to be used for the construction, operation, and maintenance of parking facilities within the City.

## Parking Payment Program

This approach would set forth the requirements for the use of metered parking and modify the City's permit parking ordinance (Municipal Code Section 10.08.050) on street or in public parking lots, and/or purchase of parking permits by employers. Metered parking is usually used only in locations where the demand sufficiently exceeds supply, and drivers are compelled to pay for parking. It is useful when the cost of a City investment (for example, a parking structure) needs to be captured. There can be undesirable side effects that need to be considered, including spill-over to non-metered areas, discouragement of visitation (i.e., loss of customers), and accommodating residents within the area. If the paid parking can provide a premium of some sort, such as added convenience or security, that can help off-set some of the side effects. Santa Cruz now charges for most of its downtown parking garages, but at one time, there was a convenience premium (meters) to park at the curb, and free parking for those willing to park in the peripherally located garages and walk.

There are also operational expenses associated with metered parking to include parking monitoring and monetary collection. The City of Carmel-by-the-Sea had instigated a parking meter program that was unpopular and quickly abandoned.

## Commercial Parking Financing District

Create a commercial parking financing district. Parking districts are authorized by Streets and Highways Code section 35100 et sec. A West End Parking District could raise funds for the provision of additional public parking as described herein.

## Fleet and Delivery Vehicles

Increase the off-street parking requirements for fleet and delivery vehicles for certain land uses, based on observed parking characteristics. Require businesses to park their fleet employees during business hours in the on-site spaces that are occupied by fleet vehicles at night. This is currently achieved to a large degree by voluntary compliance and police enforcement but could also be implemented by City ordinance. Many contractor operations send fleet vehicles home with employees and are not stored/parked either on-site or on City streets nor do those employees need parking for their personal commute vehicle; yet the parking impact is when those fleet vehicles arrive in mornings and end of shifts to pick up/drop off work orders that create peak time parking demands.

## Residential Parking Program

This approach would create and implement a residential parking program on street or in public lots per CVC Section 22507.5, to protect the local residents' right to park in their neighborhood. One such program could be a residential permit program that allows only residential vehicles

with a placard or sticker to park overnight on City streets or public parking lot. A residential parking program may be an essential component to a metered parking program as described earlier.

### Time Limits per CVC Section 21458 (Green Zones).

This approach would create timed parking spaces per CVC Section 21458, such as red, yellow, and green zones, designating time limits (or short-term purposes) for particular street parking spaces. Timed parking spaces would be most appropriate in areas primarily developed with retail and service uses. Time-limited spaces result in faster turn-over of parked cars, and prevent long-term parking where parking turn-over is desirable.

### Other City Standards

City standards could be updated and implemented as new uses come into existing buildings or as new buildings are constructed. The following key updates are recommended:

- Limit curb cut lengths for parcels – effectively reduce direct access to rollup doors. For example, curb cuts could be limited to a distance of 20 feet per 100 feet of frontage (remaining 80 feet would accommodate four on-street parking spaces plus a landscape bulb).
- Require parking easements and sidewalk reservation when the distance between street ROW to the front wall of a building is less than 18 feet, similar to the reciprocal easement in use at Carmel Stone on Contra Costa Street. Refer also to [Figure 2-1](#) for an example of the typical geometry of a reciprocal parking arrangement.

## 7.3 Summary of Standards and Recommendations

### Changes to Land Uses and Parking Standards

A summary of the City’s current parking standards and recommended updates are presented in [Table 7-1, Parking Standards and Recommended Changes](#).

**Table 7-1 Parking Standards and Recommended Changes**

Land Use Category	Existing Standard	Recommendation
Artist’s Studio <sup>1</sup>	Currently uses Manufacturing (1 space per 700 square feet)	Classify as Artist Studio: Maintain at 1 space per 700 square feet
Artist Studio Live Work <sup>1</sup>	Currently uses Manufacturing (1 space per 700 square feet)	Classify as Artist/Live-Work: 2 spaces per live-work unit.
Art Gallery / Showroom	One (1) space per five-hundred (500 square feet of gross floor area)	New

Land Use Category	Existing Standard	Recommendation
Auto repair, major <sup>2</sup>	5 spaces per bay (minimum 10 spaces); bay or service area may itself be used to satisfy this requirement	Combine 'major' and 'minor' auto repair as single Auto Repair, Maintain at 5 spaces per bay (minimum 10 spaces).
Auto repair, minor <sup>3</sup>	4 spaces per bay (minimum 5 spaces); bay or service area may itself be used to satisfy this requirement	Combine 'major' and 'minor' auto repair as single Auto Repair. Increase the requirement to 5 spaces per bay (minimum 10 spaces)
Auto parts, accessories, service <sup>1</sup>	1 space per 250 square feet	Eliminate "service" Classify as Retail, 1 space per 500 square feet of floor area.
Banks and post offices	1 space per 250 square feet	Eliminate Post Office and change Banks to 1 space per 500 square feet of floor area.
Business and professional offices <sup>1</sup>	1 space per 300 square feet	Add broadcast studio to this classification
Campgrounds and recreational vehicle parks (CZ)	1 space per sleeping area	Consolidate with Overnight Accommodations. No change in Coastal Zones until LCP is updated.
Church	1 space for each six seats in the auditorium or 1 space for each fifteen classroom seats	Consolidate with Assembly Hall 1 space per 4 seats or 18-inches of linear bench/pew in the auditorium.
Contractor yard or shop <sup>4</sup>	None	One space per 700 square feet of building or as otherwise required by discretionary use permit for open yards.
Dancehalls and assembly halls (also CZ)	1 space for each one hundred square feet of floor area used for assembly or dancing	Reorganize to place "dancehall" under recreational type uses with nightclubs and establish Assembly as a generic encompassing use.
Dwellings, single family	2 spaces per unit – one covered	Modify to require one space for 1-2 bedrooms and two spaces for 3 or more bedrooms with one space enclosed.
Dwellings, duplex	2 spaces per unit – 1.5 covered	Modify to require one space for 1-2 bedrooms and two spaces for 3 or more bedrooms with one space enclosed.
Dwellings, multi-family <sup>5</sup>	1.5 parking spaces per unit, of which at least one parking space per unit shall be covered for units of zero through two bedrooms; two spaces per unit for units of three or more bedrooms, of which at least one parking space per unit shall be covered	No change unless included in mixed use
Dwelling, mobile	2 spaces per unit, 1 covered	1 space per bedroom
Dwelling, deed restricted senior or affordable <sup>1</sup>	None	Add Classification 1/2 space per unit



Land Use Category	Existing Standard	Recommendation
Dwelling, accessory	Shall not exceed one (1) parking space per unit or bedroom	None per State Housing Law; main dwelling must meet local standards (see Zoning Code Chapter 18.63)
Furniture and appliance stores; furniture repair shops <sup>1</sup>	1 space per 500 square feet	See Machinery – Consider a change to retail
Gym, recreational exercise, or skateboard facility <sup>1</sup>	2.2 spaces per 1,000 square feet	Add new land use at 1 space per 200 square feet (excluding restrooms and locker rooms) and group under 'recreational' category.
Hotels and motels (also CZ)	1 space per guest room	Consolidate to Overnight Accommodations for non-coastal zones. No Change for Coastal Zones until LCP is updated.
Launderettes	1 space for each 2 washers/dryers	Change to square footage or two per washer
Machinery sales	1 space per 500 square feet	Reclassify as Retail
Manufacturing plants, research or testing laboratories, bottling plants <sup>1</sup>	1 space for every 2 employees in the maximum work shift; or 1 space per 700 square feet; plus 1 space for each three hundred square feet of gross floor area devoted to office use	Use only allocation of floor area as method of determining requirement.
Medical or dental offices <sup>1,6</sup>	5 spaces per doctor	2 spaces per examination/treatment room
Mini storage <sup>7</sup>	1 per 50 rental spaces	No change
Restaurants and taverns (also CZ) <sup>1,8</sup>	1 space per 50 square feet, or one space for each 2.5 seats	Break down eating establishments into 6 categories (Restaurants 1/125, Fast Food 1/125, Take out Only 1/250, Bakeries w/ on-site dining 1/125, Commercial bakeries-kitchens (no on-site service) 1/700, and Taverns/Bars 1/50, each with their own parking standard. Provide flexibility to include zero on-site parking. No change in Coastal Zone until LCP is updated
Retail stores <sup>1</sup>	1 space per 300 square feet	Consider change to General Retail and reduce requirement to 1 space per 500 square feet to accommodate small retail in West End District for non-coastal zones until LCP is updated.
Rooming-houses and lodging-houses	1 space per bedroom	Consolidate with Overnight Accommodations and maintain 1 space per bedroom.
Wholesale establishments, warehouses or utility buildings	1 space per 1,000 square feet or one parking space for each two employees on the maximum shift	
Personal Services <sup>1</sup>	None	Add Classification. This would include uses such as Hair/Nail Salons, Estheticians, Barbers, Tattoo, etc. 2 spaces per work station

Land Use Category	Existing Standard	Recommendation
Regional Commercial (C-4 zone)	1 space per 250 square feet	No change
ATM Kiosk (outside only)	Two (2) spaces per ATM machine unless drive-thru, then none.	New
Veterinary Office and/or Animal Hospital	One (1) space per two-hundred fifty (250) square feet of gross floor area	New
Animal Day-Care or Lodging /Animal Hotel	Subject to discretionary use permit conditions	New
Art Workshop	One (1) space per seven-hundred (700) square feet gross	New
Live-work Artist Workshop	Two (2) spaces per live-work unit	New
Photography Studio	One (1) space per seven-hundred (700) square feet	New
Adult Education Institution	One (1) space for each twenty-five (25) square feet of classroom area.	New
Auto Retail	One (1) space per four hundred (400) square feet of gross floor area.	New
Auto Sales	Subject to discretionary use permit conditions.	New
Gas Station (fuel only)	One and one-half (1.5) spaces per fuel pump. Spaces at each fuel pump shall be counted towards meeting this requirement.	New
Gas Station w/ mini-mart	Gas Station (fuel only) requirement plus 1 space per 500 square feet of mini-mart floor area.	New
In-Door Agriculture	Subject to discretionary use permit conditions.	New
Take-Out Only food use	One (1) space per 250 square feet of order/pick-up area.	New
Commercial Bakeries / Kitchens w/no on-site public service	One (1) space per seven-hundred (700) square feet of gross floor area.	New
Movie Theater	One (1) space per four (4) theater seats	New
Performance theater	One (1) space per four (4) seats, or 1 space per two-hundred fifty (250) square feet when no seats are provided	New
Supermarkets / mini-marts not in regional shopping center (C4-zone)	One (1) space per two-hundred fifty (250) square feet of gross floor area.	Same

Land Use Category	Existing Standard	Recommendation
Open storage yard	Subject to discretionary entitlement/conditional use permit conditions	New
<b>Visitor Serving Commercial in Coastal Zone</b>		
Dance Halls and Assembly Halls	One (1) space per one hundred (100) square feet of floor area used for assembly or dancing	No changes until LCP is updated
Hotels, Motels	One (1) space per room	No changes until LCP is updated
Campground and recreational vehicles	One (1) space per sleeping area	No changes until LCP is updated
Restaurants, taverns, nightclubs	One (1) space for each fifty (50) square feet where capacity is not determined by fixed number of seats; otherwise, one (1) space for each two and one half (2.5) seats.	No changes until LCP is updated
Retail shops, stores, other visitor serving commercial uses	One (1) space per three hundred (300) square feet of floor area	No changes until LCP is updated
Public Parking (required for any and all visitor serving commercial uses)	In addition to on-site parking requirements for each use in the Visitor Serving Commercial Coastal Zone District, an additional ten percent (10%) of the project's total required parking shall be required for public parking, either on-site or at another location that would serve to benefit public access, with the location subject to City Council approval.	No changes until LCP is updated

**NOTES:**

1. Certain small businesses may qualify for reduced parking or an exemption for a portion of initial square footage, or a combination of both. The first 1,500 square feet of building floor area is suggested.
2. Auto Repair Service, Major: actual average building area of 7,500 square feet with minimum requirement of 10 spaces.
3. Auto Repair Service Minor: actual average building area of 5,400 square feet with minimum requirement of 5 spaces.
4. Contractor's yards and shops, i.e., general, plumbing, electrical, landscape, etc.,
5. Multifamily residential assumes building area of 1,500 square feet per residential unit and 1.5 parking spaces per unit.
6. Self-Storage: based on estimates from square footage and number of lockers at existing facilities. Self-Storage average 50 square feet per unit.
7. Restaurants median requirement 1 space per 125/square feet or 1 space per 4.5 seats from regulations in 47 US cities.
8. Provide flexibility to include zero on-site parking through parking management programs or changes in regulations. Mandatory In-Lieu Fees is an example of creating flexibility for encouraging uses to locate in Sand City where parking was previously an impediment. Municipal Code Chapter 18.64

## Summary of Suggested Parking Requirement Reductions

Reductions and/or exemptions would incentivize small businesses within the West End.

Suggested reductions are summarized in [Table 7-2, Possible Allowable Reductions in Parking Space Requirements](#).

**Table 7-2 Possible Allowable Reductions in Parking Space Requirements**

Qualifying Project Feature	Description and Criteria for Approval
All land uses, excluding automotive uses and residential, unless the residential uses are part of a mixed use or live-work arrangement.	Exempt first 1,000 square feet <sup>1</sup> of floor area from parking requirement calculations.
Properties within 1,000 feet walking distance to an existing transit stop.	May require study provided by the applicant, prepared by an independent licensed traffic engineer; justifies the reduction based on documented mass transportation use characteristics of the patrons and employees of the use.
Affordable or senior dwelling units	Exempt or reduce requirements for deed restricted units.
Accessory dwelling units	Prohibited by state law- main unit must meet local regulations.
Parking Structure District	Construct parking structure(s) or lots and fund through the collection of public and private parking fees, including mandatory in-lieu fees.
Shared Parking Reduction for Mixed Use development (with differing day/night parking demand)	A project combining commercial and residential uses may be granted, where the reviewing body determines that a reduction is justified based on hourly parking demand studies published by the Urban Land Institute or other appropriate source as determined by the Planning Director, a shared parking reduction in required spaces.
Shared Parking Reduction for Contractor Fleets (with differing day/night or shift parking demand for employees and fleet vehicles)	May be granted where the reviewing body determines that a reduction is justified based on hourly parking demand studies published by the Urban Land Institute, or other appropriate source as determined by the Planning Director; and if employer provides and enforces employee parking in on-site fleet spaces during work hours.
Alternative Transportation Incentives	Property owners with parking cash-out, transportation allowances and/or worksite amenities to reduce the need for a vehicle may qualify for one or more incentives.

## 7.4 Suggested Code Amendments

### Accessory Dwelling Unit Standards

The City amended Municipal Code Chapter 18.63 in April of 2021 to reflect changes in State law specific to accessory dwelling units. In regard to parking requirements for Accessory Dwelling Units, municipal Code Section 18.63.040(D) now reads as follows:

**18.63.040 Accessory Dwelling Unit Standards and Approval.**

**D. Parking.**

(1) Parking Required. Parking requirements for Accessory Dwelling Units shall not exceed one (1) parking space per accessory dwelling unit or bedroom whichever is less. These spaces may be provided in tandem, including on an existing driveway or in a setback area, excluding non-driveway front setback areas. Off-street parking required for accessory dwelling units, as specified by this Chapter, is permitted within the rear or side setback areas unless specific findings are made that parking in these setback areas is not feasible due to specific site, regional topographical, or fire and life safety conditions. When a garage, carport, or covered parking structure is

demolished in conjunction with the construction of an accessory dwelling unit or converted to an accessory dwelling unit, those off-street parking spaces shall not be required to be replaced.

(2) Parking Not Required. Parking for Accessory Dwelling Units shall not be required under the following circumstances:

- a. The Accessory Dwelling Unit is located within one-half (½) mile walking distance of public transit, including transit stations and bus stations.
- b. The Accessory Dwelling Unit is part of the existing primary residence or an existing accessory structure.
- c. When on-street parking permits are required but not offered to the occupant of the accessory dwelling unit.
- d. When a car share vehicle is located within one (1) block of the Accessory Dwelling Unit.
- e. The accessory dwelling unit is located within an architecturally significant historic district.
- f. Parking is not required for junior accessory dwelling units. Parking requirements for a single-family dwelling that has, or proposes, a junior accessory dwelling unit shall remain in full effect in accordance with the applicable zoning regulations for that single family dwelling, but shall require no additional parking for the junior accessory dwelling unit.

No additional changes regarding Accessory Dwelling Unit parking are proposed at this time as it is currently consistent with State requirements.

## Off-street Parking Standards

Suggested amendments to the standards contained in Municipal Code Chapter 18.64 regarding off-street parking are shown in strikethrough for deletions and underline for additions.

### **18.64.010 Off-Street Loading Spaces Required.**

~~A. In any district, in connection with every building or part thereof hereinafter erected and having a gross floor area of two thousand (2,000) square feet or more, which is to be occupied by manufacturing, storage, warehouse, goods display, retail store, wholesale store, market, hotel, laundry, dry cleaning or other use similarly requiring the receipt or distribution by vehicles of material or merchandise, there shall be provided and maintained, on the same lot with such building, at least one (1) off street loading space to be used exclusively for such purpose for each five thousand (5,000) square feet of gross floor area so used; provided, that not more than two (2) such loading spaces shall be required unless such gross floor area exceeds eighty thousand (80,000) square feet, in which case there shall be provided one (1) additional loading space for each forty thousand (40,000) square feet or major fraction thereof in excess of eight thousand (8,000) square feet.~~

~~B. Each loading space shall be not less than twelve (12) feet in width, forty (40) feet in length and sixteen (16) feet in height, and shall be clearly marked for this use. Building of three thousand~~

~~(3,000) square feet or less will be allowed a length reduction of ten (10) feet and allowed to use a portion of the building interior.~~

#### **18.64.010 Purpose.**

The purpose of this Chapter is to establish the requirements for off-street parking related to all development and land use within the City. The intent of these regulations is to address the following:

- A. Ensure that adequate, but not excessive, off-street parking and loading facilities are provided for new developments and land uses and major alterations to existing uses;
- B. Avoid the negative impacts associated with spillover parking into adjacent neighborhoods, and minimize the negative environmental and urban design impacts that can result from parking lots, driveways, and drive aisles within parking lots;
- C. Establish standards and regulations for safe and well-designed parking, loading, and vehicle circulation areas that minimize conflicts between pedestrian and vehicles within parking lots and, where appropriate, create buffers from surrounding land uses;
- D. Offer flexible means of minimizing the amount of land area devoted to parking of motor vehicles by allowing reductions in the number of parking spaces in transit-served locations, for shared parking facilities, and for other situations expected to have lower vehicle parking demand; and
- E. Provide flexible means of minimizing the amount of on-site parking for land uses promoted or encouraged by the General Plan that might otherwise have difficulty in meeting the general standards of this Chapter;

#### **18.64.020 Applicability.** ~~Off Street Parking Spaces Required—Generally.~~

At the time of erection or modification of any building or structure, increasing the capacity of a building, in connection with any change or introduction of new land use in any zoning district, adequate on-site parking, vehicular circulation, and ingress/egress shall be provided as required by this Chapter. At the time that any building or structure is enlarged or increased in capacity by adding floor area or seats or at the time any such building is changed in use so that the new use requires more parking spaces under these regulations than the former use, additional parking shall be provided to the extent required for such new construction, enlargement, increased capacity or change in use. Adequate provision for ingress and egress shall be made, and the parking space shall thereafter be maintained in good condition. Nothing herein, however, shall be interpreted to require the provision of additional parking for buildings or structures that have remained, or are, idle or vacant unless such buildings or structures are enlarged, increased in capacity or changed in use. Parking provided in any area reserved for future street widening by an official plan line shall not be deemed to meet the requirements of this chapter.

- A. New Development and/or Land Uses. Unless otherwise specified, the parking and loading provisions of this Chapter shall apply to all new buildings and to all new land uses. Where a use is unique and not adequately addressed in the parking requirements of this Chapter, the City Council may require a parking standard as a condition of land use entitlement permit approval based on the information provided in a land entitlement permit application.
- B. Enlargements and Expansions. Unless otherwise specified, the parking and loading provisions of this Chapter apply whenever an existing building or use is enlarged or expanded to include additional dwelling units, floor area, seating capacity, employees or other units of measurement used for establishing off-street parking and loading provisions for that use. Additional off-street parking and loading spaces are intended only to serve the enlarged or expanded area.
- C. Damage or Destruction. When a property and/or land use that has been involuntarily damaged or destroyed is re-established, off-street parking and loading facilities may also be re-established or continued in operation in an amount equal to the number of spaces and site design maintained at the time of such damage or destruction occurred. It is not necessary, however, to restore or maintain parking or loading facilities in excess of those specified by this Chapter.
- D. Principal and Accessory Uses. The parking and loading provisions of this Chapter shall apply to the principal land use of the site and not its accessory land use(s).



E. Accessible Disability Parking. Parking spaces accessible to persons with disabilities shall be provided as required by the California Code of Regulations Title 24 in accordance with the interpretation of the City's Building Official.

F. Exceptions. Except within coastal zoned properties, the City Council may override the parking requirements of this Chapter, within the limits of the law, provided a finding is made that the cultural, economic, and/or social benefit to the community and the City of a development and/or land use exceeds the potential negative impact of off-site street parking. No exception shall override or contradict any Building Code requirement for disability/handicapped accessible parking.

Nothing herein, however, shall be interpreted to require the provision of additional parking for buildings or structures that have remained, or are, idle or vacant unless such buildings or structures are enlarged, increased in capacity or changed in use. Parking provided in any area reserved for future street widening by an official plan line shall not be deemed to meet the requirements of this Chapter.

#### **18.64.030 Alternative Methods.**

If the required off-street parking for any use or development cannot be provided on the same parcel on which the use is located because of the size or shape of the parcel, then the required parking may be provided on other property, subject to discretionary site plan approval, under the following circumstances and conditions:

- A. ~~The~~ Such parking shall be set aside from other parking on the same premises and shall be clearly marked for the exclusive use of the customers and employees of the use for which it is provided.
- B. Signs showing the availability and location of such parking shall be placed on the parcel on which the use, for which that parking is required, is located.
- C. The parking shall be developed, improved, and maintained in accordance with the requirements of ~~Section 18.64.060~~ this Chapter.
- D. ~~The~~ Such alternative parking located within a coastal zone shall be developed in accordance with the ~~City's certified Local Coastal Program~~ and coastal zone regulations, as applicable.

#### **18.64.040 ~~Off Street Parking—Size and Access.~~**

Each off-street parking space required by this Chapter shall be of usable shape, arrangement, and condition, and shall be not less than eight and one-half (8-1/2) feet by nineteen (19) feet measured along the angle of parking and a compact parking space eight and one-half (8-1/2) feet by sixteen (16) feet. A maximum of up to fifty percent (50%) of the parking may ~~shall be~~ for compact cars ~~in~~ for all uses except single-family and duplex land uses and developments ~~the commercial and industrial districts~~ subject to site plan approval. Parking areas shall be suitably paved, drained, lighted and appropriately planted ~~and fenced for the protection of adjacent properties~~ in accordance with specifications of the City, and shall be arranged for convenient access, egress and safety of vehicles and pedestrians. All on-site vehicle circulation within a parking lot shall be internal and shall not be dependent upon a public right-of-way ~~although alleys may be used~~. Where a lot does not abut a public right-of-way or private alley or easement of access, there shall be provided an access drive not less than fifteen (15) feet in width in the case of a single-family dwelling, and not less than ~~twenty-four (24)~~ twenty feet in width in all other cases, leading to the required parking, storage, or loading. There shall be a driveway to any enclosed garage or other enclosed structure provided for the parking of a motor vehicle.

#### **18.64.050 ~~Off Street Parking—Number of Off-Street Parking Spaces Required.~~**

The number of off-street parking spaces required shall be as set forth in this ~~Section~~. In applying these requirements, the following terms and their meanings listed shall apply:

Floor Area means the total floor area within the exterior walls of any building or structure and does not exclude area occupied by interior walls.

Enclosed parking means parking that is enclosed by four walls, a roof, and a minimum of one motor vehicle sized door (i.e., garage).

Covered parking means a minimum of a roof with support and no walls (i.e., carport.)

For commercial buildings, where the parking requirements of this section are calculated and required based on square footage, then a total of 1,000 square feet of floor area shall be exempt from those parking requirements.

In a circumstance where the case of any use that which is not specifically mentioned herein, either the parking provisions for a similar use shall apply as determined by the City Planner, or shall otherwise be determined by the City Council and as set forth in a land entitlement permit for such use and/or development. Where a use is unique and not adequately addressed or considered comparable in the parking requirements of this Chapter, the City Council may require a parking standard as a condition of land use and/or development entitlement permit approval based on the information provided in a land entitlement permit application and site plan(s).

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LAND USE	PARKING REQUIREMENT	STATUS
<b>Animal Care:</b>		
Veterinary Office and/or Animal Hospital	One (1) space per two-hundred fifty (250) square feet of gross floor area.	New
Animal Day-Care or Lodging / Animal Hotel	Subject to discretionary use permit conditions.	New
<b>Art:</b>		
Art Workshop	One (1) space per seven-hundred (700) square feet gross floor area.	New
Live-Work Artist Workshop	Two (2) spaces per live-work unit.	New
Art Gallery / Showoom	One (1) space per five-hundred (500) square feet of gross floor area.	New
Photography Studio	One (1) space per seven-hundred (700) square feet.	New
<b>Assembly:</b>		
Churches	One (1) space for each four (4) individual seats <u>or</u> 18-inches of linear bench/pew in the auditorium.	Modified
Assembly (other than uses listed under "Recreational")	One (1) space per one-hundred (100) square feet <u>or</u> two (2) spaces per building's occupancy load set by building official; whichever is greater.	Modified
Adult Education Institution (School, training, etc.)	One (1) space for each twenty-five (25) square feet of classroom area.	New
<b>Auto:</b>		
Auto Maintenance & Repair (Mechanical, Body, Testing, etc.) Applies to gas stations w/ repair services.	Five (5) spaces per workbay, with a minimum of ten (10) spaces. No bay or vehicle work space may be counted towards meeting this requirement.	Same
Auto Rental	One (1) space per four hundred (400) square feet of gross floor area.	New
Auto Sales (no repair or maintenance service)	Subject to discretionary use permit conditions.	New
Gas Station (fuel only)	One and one-half (1.5) spaces per fuel pump. Spaces at each fuel pump shall be counted towards meeting this requirement.	New
Gas Station (w/ Mini-Mart)	Gas Station (fuel only) requirement plus 1 space per 500 square feet of mini-mart floor area.	New

**REVISED PARKING STANDARDS  
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<b>Construction / Contractors:</b>		
Service Commercial / Contractor	One (1) space per 700 square feet of gross floor area, <u>or</u> as otherwise required by a discretionary use permit.	Modified
Contractor Yard (see also "Open Storage Yards")	Subject to discretionary entitlement/conditional use permit conditions.	New

<b>Financial:</b>		
Banks	One (1) space per five-hundred (500) square feet gross floor area.	Modified
ATM Kiosk (Outside only)	Two (2) spaces per ATM machine unless drive-thru, then none.	New

<b>Food &amp; Drink:</b>		
Restaurants	One (1) space per 125 square feet of dining area.	Modified
Fast Food	One (1) space per 125 square feet of dining area.	New
Take-Out Only	One (1) space per 250 square feet of order/pick-up area.	New
Bakeries with on-site sales & dining	One (1) space per 125 square feet of dining area.	New
Commercial Bakeries / Kitchens (no on-site public service)	One (1) space per seven-hundred (700) square feet of gross floor area.	New
Taverns / Bars / Brew Pubs / Café / Tea-House	One (1) space per fifty (50) square feet of public assembly area.	Modified

**\*Note: Provide flexibility to include zero (0) on-site parking.** <sup>6</sup>

<b>Manufacturing / Industrial:</b>		
Manufacturing / Testing Laboratories	One (1) space per 700 square feet of gross floor area.	Modified
In-door Agricultural	Subject to discretionary use permit conditions.	New

<b>Office:</b>		
Professional Office	One (1) space per 300 square feet of gross floor area.	Same
Medical / Doctor / Physical Therapy / Dental Office	Two (2) spaces per examination / treatment room.	Modified
Broadcast studio (i.e. radio, television, etc.)	One (1) space per 300 square feet of gross floor area.	New

<b>Overnight Accommodation:</b>		
Hotels / Motels	One (1) space per guest room.	Same
Rooming Houses & Lodging Houses	One (1) space per bedroom.	Same

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<b>Personal Services:</b>		
Hair & Beauty Salon / Barber Shop	Two (2) spaces per work station.	New
Health Spa (i.e. sauna, massage, skin care, etc.)	One (1) space per 250 square feet of gross floor area.	New

<b>Recreational:</b>		
Movie Theater / Cinema	One (1) space per four (4) theater seats.	New
Performance Theater	One (1) space per four (4) seats, <u>or</u> 1 space per two-hundred fifty (250) square feet when no seats are provided.	New
Nightclub / DanceHall	One (1) space per one-hundred (100) square feet <u>or</u> two (2) spaces per building's occupancy load set by Building Official, whichever is greater.	Modified
Gym / Recreational Exercise / Skateboard Facility	One (1) space per two-hundred (200) square feet of floor area (excludes restrooms and locker rooms).	New
Court Recreation (i.e., basketball, handball, volleyball, tennis, etc.)	Two (2) spaces per court	New
Outdoor Field Recreation (i.e., baseball, football, soccer, etc.)	Twenty (20) spaces per play field	New
Billiards / Pool Hall	One (1) space per three-hundred (300) square feet of gaming area.	New
Bowling Alley	One and one-half (1.5) spaces per bowling lane.	New
Gaming Establishment / Arcade	One (1) space per one-hundred (100) square feet of gaming area.	New

<b>Residential:</b>		
Single-Family Dwelling (1-2 bedrooms)	One (1) space	Modified
Single-Family Dwelling (3+ bedrooms)	Two (2) spaces (of which 1 is to be enclosed <sup>4</sup> )	Modified
Duplex	One (1) space per dwelling unit with 1-2 bedrooms. Two (2) spaces per dwelling unit with 3+ bedrooms (of which 1 space per unit shall be covered or enclosed <sup>4</sup> )	Modified
Multi-Family (3+ Units)	One and one-half (1.5) spaces per dwelling unit (of which 1 space per unit shall be covered or enclosed <sup>4</sup> )	Modified
Deed Restricted Affordable or Senior Housing	Half (0.5) parking space per dwelling unit	New
Nursing home, orphanage, etc.	Two (2) spaces for each five (5) beds	New
Assisted Living	One (1) space per bedroom	New
Mobile Homes	One (1) space per bedroom	Modified

**REVISED PARKING STANDARDS  
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Accessory Dwelling Units (ADUs)	See Chapter 18.63.	New
Supportive & Transitional Housing	See 'Multi-Family'.	New

<b>Retail / Services:</b>		
General Retail & Commercial Services (not in C4 or CZ-C4 Zoning District)	One (1) space per five-hundred (500) square feet of gross floor area.	Modified
Regional Commercial (C4) Zoning District / Shopping Centers	One (1) space per two-hundred fifty (250) square feet of gross floor area.	Same
Supermarket, Grocery, Mini-Mart (not in C4 or CZ-C4 Zoning Districts)	One (1) space per five-hundred (500) square feet of gross floor area.	New
Wholesale	One (1) space per one-thousand (1,000) square feet of gross floor area.	Same
Laundromats (self-serve)	One (1) space per two (2) washing machines.	Modified

<b>Storage:</b>		
Warehouse / Inside Storage (primary land use)	One (1) space per 1,000 square feet of gross floor area.	Same
Self-Storage / Mini-Storage	One (1) space per 50 storage units.	Same
Open Storage Yard	Subject to discretionary entitlement/conditional use permit conditions.	New

<b>Visitor Serving Commercial (Coastal Overlay Zones):</b>		
Dancehalls and Assembly Halls	One (1) space per one hundred (100) square feet of floor area used for assembly or dancing	Same
Hotels, Motels	One (1) space per room	Same
Campground and recreational vehicle parks	One (1) space per sleeping area	Same
Restaurants, taverns, nightclubs	One (1) space for each fifty (50) square feet where capacity is not determined by fixed number of seats; otherwise, one (1) space for each two and one half (2.5) seats.	Same
Retail shops, stores, other visitor serving commercial uses	One (1) space per three hundred (300) square feet of floor area	Same
Public Parking (required for any and all visitor serving commercial uses)	In addition to on-site parking requirements for each use in the Visitor Serving Commercial Coastal Zone District, an additional ten percent (10%) of the project's total required parking shall be required for public parking, either on-site or at another location that would serve to benefit public access, with the location subject to City Council approval.	Same



**REVISED PARKING STANDARDS  
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**FOOTNOTES:**

- |          |   |
|----------|---|
| <b>1</b> | The decision-making body may require less than the zoning code requirement based on factors including, but not limited to, the size of the project/use, the range of services offered, the location, and overall benefit to the City and Community. (Redondo Beach, CA) |
| <b>2</b> | The City Council may override the parking requirements of this Chapter provided that they make a finding that the cultural, economic, and/or social benefit to the community and City exceeds the potential impact of off-site street parking.                          |
| <b>3</b> | Where a use is unique and not adequately addressed in the parking requirements above, the City Council may require a parking standard as a condition of land use entitlement permit approval based on the information provided in the application.                      |
| <b>4</b> | Enclosed parking means 4 walls with at least one motorvehicle-sized door (i.e., Garage)<br>Covered parking means minimum of a roof w/ support, no walls (i.e., Carport)   |
| <b>5</b> | Vehicle drive-thru stacking shall be subject to discretionary site plan approval.   |
| <b>6</b> | Provide flexibility to include zero (0) on-site parking.  |

### 18.64.060 Development and Maintenance of Parking Areas.

Every parcel of Land hereafter used as a public or private parking area, including an automobile, equipment, trailer, or other open-air sales lot, shall be developed and maintained in accordance with the following requirements.

- A. Driveway, Access, & Drive Aisle Widths: A paved, unobstructed drive aisle and driveway shall not be less than twenty-four (24) feet in width for two-way traffic, nor less than fifteen (15) feet in width for one way traffic.
- B. Surfacing: ~~An off-street parking spaces, driveways, drive aisles, and vehicle maneuvering areas shall be surfaced~~ designed and constructed with asphalt, cement, or some other appropriate pavement material and so as to provide a durable and dustless surface, shall be so graded and drained as to dispose of all surface water accumulated within the area, and shall be so arranged and parked as to provide for orderly and safe loading or unloading, parking, and storage of vehicles. as approved by the City as part of site plan approval. These surfaces may include pervious pavements and sand-set pavers. These areas shall be maintained to provide a durable surface devoid of dust, mud, depressions, holes, and/or standing water accumulation.
- C. Striping & Marking: Parking and vehicle circulation areas shall be clearly striped and delineated with distinguishable material(s) consistent with the City's adopted Engineering Standards, or other suitable alternative means of marking and delineating parking spaces as approved by the City.
- D. Vehicle Flow: Parking areas that require on-site vehicular circulation to access on-site parking shall provide one way or two-way unobstructed vehicle ingress/egress, maneuvering, and flow to the standards specified in this Section. Dead End maneuvering aisles shall provide sufficient room at the end for a motor vehicle to perform a 3-point turn at minimum, subject to final site plan approval by the City.
- E. Tandem Parking: Subject to discretionary site plan approval by the City Council, parking may be arranged as tandem spaces provided that pairs of spaces in tandem are assigned to the same residential unit or employees of the same non-residential establishment, or that a full time parking attendant supervises the parking arrangements at all times when the uses served by that parking are in active operation. The provisions of this Chapter related to required parking stall dimensions and drive aisle and driveway widths shall apply to tandem spaces, except that each pair of tandem stalls shall be doubled a normal stall length.
- F. EV Charging Stations: Electric vehicle (EV) charging stations and/or EV capable parking spaces shall be provided for all new construction of commercial and multi-family projects as may be required by, and to the specifications of, the California Green Building Code. All such EV parking shall be included and counted in the calculation of overall parking required by this Chapter.
- AG. Screening & Landscaping: Off-street parking areas of commercial, manufacturing, or industrial properties that for more than five (5) vehicles shall be effectively screened on each side which adjoins or faces a residential zoned (R) district ~~any R district or institutional premises shall provide effective screening with a visual barrier such as an evergreen hedge, solid fence, masonry screen wall, or preferably a dune berm, where appropriate subject to City site plan approval.~~ Such visual barrier shall not be less than four (4) feet nor more than six (6) feet in height and shall be maintained in good condition and may not be used for any advertising or signs thereon.
- CH. Lighting: Any lighting to illuminate off-street parking shall be designed and arranged to reflect the light down onto the premises and away from the adjoining premises. Fixtures shall not emit direct light above a downward 45-degree horizontal plane from or through the fixture.
- DI. Parking Space Use: Off-street parking areas shall not be used for the repair, servicing, or long-term storage of vehicles, materials, machinery, or trailers; the sale of any goods or services; or, as a work area without prior City authorization. No structure or long-term placement of storage containers are is permitted in any off-street parking area.
- E. Wheel Stops: Bumpers, posts, wheel stops or any other acceptable device shall be provided for all parking spaces. All such devices shall be firmly attached to the ground.
- F. Striping: All off-street parking spaces shall be striped to show the required dimensions of the parking spaces. Each line or stripe shall be a minimum of four (4) inches wide.

**18.64.070080 On-Site Parking Area Circulation Standards.**

- A. Vehicle Circulation. A paved, unobstructed vehicle access drive aisle, not less than twenty-four (24) feet in width for two (2) way traffic nor less than fifteen (15) feet in width for one (1) way traffic, must be provided in any parking area where all on-site parking is not directly accessed from a public right-of-way ~~to within one hundred (100) feet of each dwelling unit or apartment.~~ Provision for turnaround must be designed into any dead-end or stub-end driveway ~~which that~~ exceeds one hundred fifty (150) feet from face of curb. Acceptable means of turnaround will be a cul-de-sac, key, or T configuration of a minimum standard approved by the City Council. In instances where existing lots of record have been partially developed and a twenty-four (24) foot access drive is not obtainable in the area of the existing development, an access drive of not less than twenty (20) feet may be approved by the City Council if, in its opinion, the circulation and access requirements can be met.
- B. Pedestrian Circulation. Off-Street parking areas containing fifty (50) or more spaces shall have walkways, separated from motor vehicle maneuvering aisles and driveways, connecting the principal building or buildings served by that parking area to the farthest point of the lot from the main pedestrian entrance of such building or buildings. Such walkways shall be a minimum of four (4) feet of unobstructed width and be hard surfaced subject to City approval of a site plan. Walkways abutting vehicle parking and travel areas shall be separated by a raised curb at least six (6) inches high, bollards, other forms of physical barriers, or combination thereof, subject to City approval of a site plan.

**18.64.080 Off-Street Loading Areas.** The requirements for off-street loading spaces in any zoning district shall be as specified in this Section.

- A. Number of Spaces: The number of on-site loading spaces shall be provided in all new development as follows:
1. Commercial and/or industrial buildings.
    - a. Buildings less than 15,000 square feet of total floor area, there is no requirement for a designated loading space.
    - b. Buildings between 15,000 square feet to 50,000 square feet shall provide a minimum of one designated loading space.
    - c. Buildings exceeding 50,000 square feet shall provide a minimum of two designated loading spaces.
- B. Development Standards: Loading spaces shall measure a minimum of twelve (12) feet in width and fifty (50) feet in length with a minimum vertical clearance of sixteen (16) feet in height. Loading spaces shall be clearly marked as exclusively for loading and/or unloading. Loading spaces shall be located to ensure loading and unloading activities occur on-site and not within public rights-of-way or other on-site traffic circulation areas. The final design, screening, lighting, and placement of loading spaces and/or loading docks shall be subject to discretionary site plan approval by the City.

**18.64.090070 Exception / Appeal.**

Except in ~~the any~~ Coastal Zone Overlay, the City Council may authorize by action of City Resolution, on appeal, a modification, reduction, or waiver of the ~~foregoing~~ parking requirements of this Chapter only if the City Council ~~it~~ should find in that particular case appealed, the nature of the use, ~~or~~ the exceptional shape or size of the property, or other exceptional situation or condition justifies a modification, reduction, or waiver of the parking requirements such action.

## Permit Parking

Suggested amendments to the standards contained in Municipal Code Section 10.08.050 regarding Permit parking in order to incorporate a Residential Parking Permit program and clean up language in existing sections are shown in strikethrough for deletions and underline for additions, as follows:

### **10.08.050 Commercial Permit Parking.**

- A. Purpose. It is the purpose of this Section to establish, for owners of businesses within the City, a commercial permit parking system throughout the City.
- B. Parking Sticker. A commercial parking permit sticker shall be issued by ~~the a~~ City employee to an eligible business owner ~~by a City employee who shall then attach and maintain~~ the sticker on the left rear bumper of the vehicle for that time period the parking permit is valid so that it can be readily seen by a traffic control officer.
- C. Eligibility for Commercial Parking Sticker. To be eligible to receive a commercial parking sticker, the applicant must prove that he or she is the owner of a business located in the City, that he or she is the owner of the motor vehicle to which the parking permit sticker is to be attached, demonstrate inability or inaccessibility for off-street parking, and that the vehicle is regularly used for the transportation of goods, services, or materials used in, or performance of, the applicant's business. Commercial parking permits are not for, nor issued to, hauling trailers, hitched or unhitched to a vehicle. The number of parking stickers issued for each business shall be limited to a reasonable number based on a business site review by City Hall staff ~~the Community Development Director~~ and determination by the Planning Department, the operational needs of the business, and any on-site parking requirements that have been placed on the business through other City approvals. The decision regarding the number of parking stickers to be issued per business may be appealed to the City Council.
  - 1. Proof of Business Ownership. Business ownership may be proved by showing a current and valid business license issued by the City to the applicant indicating the applicant's business is operated from a fixed place within the City.
  - 2. Proof of Use of Commercial Vehicle. The applicant may prove that the vehicle to which the commercial parking sticker is to be attached is regularly used for the transportation of goods or materials used in the applicant's business by making a declaration under penalty of perjury signed by the applicant.
- D. Procedures and Fees. Commercial parking stickers shall be issued pursuant to ~~the~~ procedures established by the City Manager or this Section. Copies of the procedures may be obtained from the City's ~~Police~~ Planning Department. ~~The Commercial parking~~ stickers shall be valid for one (1) year. The City Council shall establish a fee for issuance of the stickers ~~which shall be~~ in an amount sufficient to cover the City's cost of administering the commercial parking sticker program. The fee shall be prorated, based on month issued, if issued for less than one (1) full year. The fee may be changed by resolution of the City Council from time-to-time.

### **10.08.060 Residential Parking Permit Program.**

- A. ~~Purpose. It is the purpose of this Section to establish limited priority overnight motor vehicle street parking for City residents in areas signed and posted as such within the City between the hours of 11:00 p.m. to 6:00 a.m. daily to provide limited availability of on-street overnight parking opportunities for City residents.~~
- B. ~~Parking Sticker. A residential parking permit sticker shall be issued by a City employee to an eligible resident who shall then attach and maintain the sticker on the left rear bumper of the vehicle for that time period the parking permit is valid so that it can be readily seen by a traffic control officer.~~

C. Eligibility for Residential Parking Sticker. To be eligible to receive a residential parking sticker, the applicant must provide evidence of current residency within the City, that he or she is the owner of the vehicle to which the parking permit sticker is to be attached, and that the vehicle is not associated with a commercial business either in or out of the City. Residential parking permits are only for daily use road surface oriented motor vehicles, and are not for the parking or storage of boats, recreational vehicles (Rvs), motorcycles, campers, or the like. The number of parking stickers issued to an applicant shall be limited to one parking permit per legal City residence. The decision regarding eligibility for a residential parking sticker may be appealed to the City Council.

1. Proof of Residency. As proof of residency, an applicant shall provide one or more of the following:

a) Current lease Agreement with applicant's name and residence address,

b) Current driver's license with applicant's name and residence address,

c) Current utility bill with applicant's name and residence address.

2. Proof of Vehicle Ownership by Applicant/Resident. The applicant may prove that the vehicle to which the residential parking permit is to be attached is owned by providing active and current California issued vehicle registration identifying the vehicle is owned by the applicant.

D. Procedures and Fees. Residential parking stickers shall be issued pursuant to procedures established by the City Manager and this Section. Copies of the procedures may be obtained from the City's Planning Department. Residential parking stickers shall be valid for one (1) year from time of issuance. Permit renewals shall be the applicant's responsibility to pursue. The City Council may establish a fee for issuance of the stickers in an amount sufficient to cover the City's cost of administering the residential parking sticker program. Any such fee shall be prorated, based on month issued, if issued for less than one (1) full year. The fee may be changed by resolution of the City Council from time-to-time.

Amend Section 10.08.030 by adding subsection 20 to Section 10.08.030(A) to state as follows:

"20. Residential Parking Areas. On-street parking areas signed and posted as "overnight residential parking with permit only", where no vehicle without a valid City issued residential parking permit shall park in those designated spaces between the hours of 11:00 p.m. to 6:00 a.m. daily."

## **In-Lieu Fees**

Suggested amendments to the standards contained in Municipal Code Chapter 10.12.010 regarding the In-Lieu parking program are shown in strikethrough for deletions and underline for additions, as follows:

### **10.12.010 Purpose.**

The purpose of this Chapter is to provide an equitable fee system for owners or their tenants who ~~wish to utilize the property in such a way that they are not able to provide all of the off-street parking for such use as would be required by Title 18 of the Sand City Municipal Code~~ for existing developed properties. ~~At no time shall this Chapter be applied to new development.~~ The funds collected under the authority of this Chapter are a users fee to be used as specified under Section 10.12.030 ~~for the construction, operation, and maintenance of municipally owned public parking facilities and parking infrastructure~~ within the City.

### **10.12.020 Parking Adjustment**

Each property owner or his/her tenant within the City shall pay either a 1-time fee or an annual fee for each parking space for which a parking adjustment is granted as specified in Section 10.12.040 of this Chapter.

The annual or 1-time In-Lieu fee shall be separate from the application fee noted in Section 10.12.060(A). All parking adjustment In-Lieu fees collected by the City are non-refundable. Parking adjustments shall be granted, in a whole or in part, or denied in accordance with this Chapter. This Chapter shall not be construed to give a property owner, business, and/or any individual a vested right to pay a fee in place of providing the required parking. Said determinations of parking adjustments shall be within the sound discretion of the City Council, subject to the provisions of this Chapter. Participation in the City's Parking Permit program under Chapter 10.08 of this Code shall not substitute for the payment of fees prescribed under this Chapter.

#### **10.12.030 Use of Funds**

All In-Lieu fees collected pursuant to this Chapter shall be specifically deposited ~~funded~~ in an appropriately titled fund and used solely for the purpose of providing public parking in the City. Such purpose includes, but is not limited to, paying for studies of methods of to providing additional parking in the City, developing conceptual and/or construction drawings for parking facilities, for the purchase of land to provide for public parking, the construction of public parking facilities (including, but not limited to, paying bonded indebtedness on any future public parking facility within the City), the improvement of public parking facilities, the replacement of existing public parking improvements, and/or maintenance of public parking facilities.

#### **10.12.040 Calculation of In-Lieu Fees**

The adjustment fee shall be calculated as follows:

- A. The number of parking spaces required shall be set forth in Title 18 of the Municipal Code, in effective on the date on which an parking adjustment is granted.
- B. The annual In-Lieu fee, as established by City Council resolution, shall be payable five hundred dollars (\$500) per year for each space for which an parking adjustment is granted. This In-Lieu fee may be adjusted from time to time by resolution of the City Council, applicable to applications submitted thereafter any such change. Changes to the In-Lieu fee shall not be retroactive.
- C. Instead of a recurring annual fee, a one (1) time lump sum parking adjustment In-Lieu fee may be initially paid in an amount equal to ten (10) years of annual payments as established by subsection B above; whereby no additional parking adjustment In-Lieu fee(s) would be required thereafter for that use at that property the parking adjustment was granted and lump-sum fee paid in full. If such use ceases and vacates the property before ten years elapse where the parking adjustment was granted and lump sum In-Lieu fee was paid in full, no prorated refund is entitled or shall be granted, nor shall the parking adjustment be transferable to another tenant, occupant, and/or entity of that property or to any other property.

#### **10.12.050 Payment of In-Lieu Fees**

The first initial annual fees determined under Section 10.12.040(B) or the entire lump sum fee discussed in Section 10.12.040(C) hereof shall be paid initially, prior to the time the operator of the land use is granted a parking in-lieu adjustment, and subject business obtains a business license for such land use business. Thereafter, the annual fee referred to in Section 10.12.040(B) hereof shall be due and paid on or prior to June 30<sup>th</sup> of each calendar year unless the lump sum fee, referred to in Section 10.12.040(C), is paid in full. In the event an parking adjustment is granted under this Chapter, # such adjustment shall not be effective until the initial annual or total lump sum In-Lieu fee described herein is paid. Such adjustment shall become null and void and of no further effect in the event the annual aforementioned fee(s) is (are) not paid as required herein, and the operator's business license will then be revoked and of no further force and effect.

#### **10.12.060 Parking Adjustment Process**

~~A10.12.060.1.~~ **Application.** Application for the parking adjustment described in this Chapter shall be made submitted by the property owner, tenant, or an agent of the owner or tenant, to the Planning Department on a form provided by the City or as part of a conditional use permit or other land use entitlement application. Applications deemed incomplete may be rejected. An application fee, as



established by City resolution as part of the Planning Department fee schedule for processing the request for parking adjustment, shall be required, which and shall not be refundable once processing of the application commences. The application fee shall not be considered payment of a parking adjustment in-lieu fee. Maps, drawings, and other data may be required by the Planning Department to demonstrate that the criteria for parking adjustment as set forth in this Chapter apply to the subject property. The Planning Department Director may, in his/her its sole discretion, require any other data necessary for the City Council to make a full, fair, and equitable decision with regard to the issuance of a parking adjustment under this Chapter.

**B10.12.060.2. Public Hearing.** Upon receipt of an application for a parking adjustment ~~permit or included as part of a conditional use permit or other land use entitlement application,~~ the matter shall be set forth for a public hearing before the City Council. A notice of the public hearing to consider the application shall be mailed to all owners of property, shown on the most recent Monterey County tax assessment roll, within a minimum of three hundred (300) feet of all ~~property boundaries of the property to which the parking adjustment would be applicable.~~ The notice shall be distributed and published not less than ten (10) days prior to hearing date.

Failure of the owners of such properties to receive a notice of hearing, when published and mailed in accordance with the above procedures, shall in no way affect the validity of the action taken by the City Council.

**C10.12.060.3. Findings of the City Council.** Prior to granting any parking adjustment the issuance of any permit under this Chapter, the City Council must make the following findings:

- 1A. That the property or properties, for which a parking adjustment ~~permit~~ is requested under this Chapter, cannot otherwise be economically utilized by land uses supported by the City's General Plan.
- 2B. That there are no reasonable alternative means by which parking, in full compliance with the standards of Title 18 of the City's Municipal Code, may be created, either on the parcel or parcels to be ~~developed and/or used,~~ or by obtaining off-site parking on property improved for that purpose, by means of purchase, lease, shared parking agreement, or other legally binding arrangement.
- 3C. That the issuance of such permit will not be of substantial detriment to neighboring properties and the use and enjoyment thereof will not materially affect or impair the purposes of the Municipal Code, the public interest, or the public health, safety and welfare.
- 4D. Or, in lieu of subsections A, B, and C above, that the proposed joint uses of the property or properties do not, because of joint use, require the full application of the parking standards of Title 18 of the Sand City Municipal Code.

**D10.12.060.4. Issuance of Permit Procedure.** Upon the decision of the City Council to grant a parking adjustment ~~issue a permit~~ under this Chapter, the Planning Department shall provide mail to the applicant a permit form documentation, in the form of a permit, City correspondence, and/or issued land use entitlement permit verifying the parking adjustment and requirements thereof containing the name of the applicant, the name of the business proposed to be conducted on the subject property, the name of the property owner, the address and legal description of the subject property for which the ~~permit parking adjustment was granted~~ issued, the number of spaces for which an adjustment was granted issued, and any terms or conditions upon which the approval permit was granted issued. Said documentation provided by the City permit form shall contain a place for signature of both the applicant and the property owner and a statement that both understand and agree to the City Council's approval of a parking adjustment issuance of the

~~permit~~ and to any terms or conditions imposed in conjunction therewith. No permit approval for a parking adjustment shall be valid or effective until the City issued document(s) has (have) # ~~has~~ been signed by both the property owner and the applicant, returned to the City, and the fee for said parking adjustment has been paid in accordance with Sections 10.12.040 and 10.12.050 above.

## **Additional Suggested Amendments**

### **Municipal Code Chapter 10.08**

Amend the City's Municipal Code with the following requirements and provisions:

- In areas with restaurant, retail, and services add 1–2-hour time limit zones during normal business hours.
- Curb cuts for driveways shall be limited to a distance of 20 feet per 100 feet of frontage.
- Parking in front of buildings that are less than 18 feet from the public right of way is allowed, provided the property owner participates in a reciprocal parking easement with the City. No reciprocal parking easement shall be executed unless the property owner demonstrates that protected pedestrian walks or sidewalks are in place between the parking spaces and buildings (West End Design Guidelines) and vehicle projections into the public way maintain a minimum 12-foot travel lane between the vehicle space and street.

# 8.0 Recommended Action Plan

## 8.1 Summary of Issues

Parking is consistently raised as an issue among business owners and residents, and the City should be forward-looking to assure that the future development it envisions is provided with adequate and efficient parking in appropriate locations. Because space for parking is short on many parcels, the zoning requirements for off-street parking tend to inhibit the location and development of new businesses, especially for those types of business that would draw a regular stream of customers. Parking in the present configuration, which sometimes includes across sidewalks in front of buildings, has adverse effects on pedestrian circulation and on the visual qualities of the streetscape. Walking, bicycling, and transit are all important in increasing street life within the West End without also significantly adding to traffic congestion and increasing parking demand.

There are several concerns related to parking. Most of the older buildings were constructed when no on-site parking was required; therefore, most parking for these businesses is within or partially within the City street rights-of-way. Additionally, many of the buildings have multiple large roll-up doors with nearly continuous driveway aprons for access, which severely limits curb space that would otherwise be available for parking. This parking situation often results in double-parking, parking across sidewalks, and poorly defined parking patterns. Locations where streets dead end are often used haphazardly for parking. A separate issue the City has faced is the parking of both employee and fleet vehicles for contractor businesses. In situations where fleet vehicles are parked on-site during the overnight hours, but employee vehicles are often parked on the City streets during the day while the fleet vehicles are deployed. Often, fleet vehicles return to the shop for materials, tools, or work orders, and further taxes parking availability.

## 8.2 Relationship to General Plan

General Plan policies and actions to implement them that address parking issues include requiring on-site parking for newly developed lots, changes to the zoning code's parking requirements, identifying opportunities for new off-street parking lots and structures, utilization of parking fees and other available sources to finance construction of parking improvements. This plan has provided a number of ways to address parking inefficiencies and suggests that the City's Capital Improvement Plan and annual operating budget be modified to include these methods.

## 8.3 Action Plan

Implementation of the following action plan would assure that future land uses and development envisioned in the General Plan and Vibrancy Plan is provided with efficient and adequate parking in appropriate locations. The parking improvements identified in the action plan are intended to be tied to the City’s Capital Improvement Plan and City Council Annual Budget. Recommended Actions and relative costs are presented in [Table 8-1, Summary of Recommended Actions](#). References to the applicable General Plan Implementation Actions are included in the table.

**Table 8-1 Summary of Recommended Actions**

Action	Implementation Steps	Relative Cost
Prioritize Program/Capital Improvements	City planning staff prioritizes improvements/programs; City Administrator reviews funding sources to create a “Road Map” for implementing capital improvements.	Administrative Operating Costs Included in Existing Operating Budgets
Create City Council Subcommittee to set up and Implement Action Plan	City Council Subcommittee <ul style="list-style-type: none"> <li>▪ 2 Councilmembers</li> <li>▪ City Administrator</li> <li>▪ City Planner</li> </ul> Subcommittee reviews parking improvements and reports annual recommendations to City Council and budget meetings. Related General Plan Implementation Programs: 2.4.a, 2.4.b, 3.1.b, 3.6.e, 3.6.f, 3.6.g.	Administrative Operating Costs Include in Annual Budgets
Council Accepts Activities/Capital Improvements	City Council subcommittee reviews and recommends City Council action; City Council accepts, or reprioritizes parking improvements beyond recommendations; City Council ties specific improvements to the City’s capital improvement plan and annual budget. Related General Plan Implementation Programs: 3.6.c, 3.6.d, 3.6.e, 3.6.g, 6.10.11.	Administrative Operating Costs Include in Operating Budgets  Add Improvement Costs to Capital Improvement Plan
Update Zoning and Municipal Codes (Ordinance Updates)	Planning staff implements per General Plan Implementation Program Environmental documentation (CEQA) City Council approves. Related General Plan Implementation Programs: 3.6.a, 3.6.b, 3.6.d.	Minimal Administrative Including in Existing Operating Budgets
Implement/Enforce Existing Parking Programs	City Staff and police personnel implement per General Plan Implementation Programs 3.6.f, 3.6.g, and 3.6.i.	Included or Include Administering and Enforcement in Existing Operating Budgets for Planning and Police
Implement and Enforce New Parking Programs (Updated In-Lieu Fee Ordinance, Timed on-	City staff analyzes and prioritizes new programs; City Administrator reviews funding sources; City Council Subcommittee review and recommendation;	Minimal. Add Staff Administering and Enforcement to Annual Budgets and Operating

Action	Implementation Steps	Relative Cost
street parking/residential permit parking/parking districts, etc.)	City Council considers approval; City staff implement. Related General Plan Implementation Programs: 3.6.b, 3.6.c, 3.6.d, 3.6.f, 3.6.g, and 3.6.i.	Budgets for Planning and Police
Action items listed in order		
1) Restripe/ Reconfigure Existing Streets - Holly Street	City planning and public works staff recommend; City Council Subcommittee reviews; City Council considers approval; City planning and public works staff implement; Related General Plan Implementation Programs: 2.4.a ,2.4.b, 3.1.b, 3.6.e.	\$50,400
2-4) Reconfigure Public Street-ends- Elder Avenue, Shasta Avenue, and Orange Avenue	City Council Subcommittee makes recommendation; City Council Approves; City planning and public works staff implement and/or oversee implementation.	Elder Avenue- \$31,200 Shasta Avenue- \$37,200 Orange Avenue- \$63,600
5) Add Public Parking to City Corporation Yard	Related General Plan Implementation Programs: 2.4.a ,2.4.b, 3.1.b, 3.6.e.	Corporation Yard- \$98,400
6) TAMC Surface Parking. Shared Parking Agreement on Railroad Corridor	City Council, City Administrator, planning staff to coordinate with TAMC staff to create an agreement to utilize the TAMC Railroad Corridor right-of-way for general public parking.  In order to create an agreement with TAMC for parking, a conceptual plan design, including a bike route, should be prepared in collaboration with TAMC.	TAMC Surface Parking- \$1,815,600
7) Construct Former Ream Property Air Space Easement Parking Deck		City Air Space Deck- \$1,435,200
8) Construct Independent Air Space Easement Parking Deck	City Council Subcommittee makes recommendation; City Council Approves; City planning and public works staff implement and/or oversee implementation;	Independent- \$3,692,400
9) Construct (or contribute to) Independent/TAMC Railroad Corridor Parking Deck	Related General Plan Implementation Programs: 2.4.a ,2.4.b, 3.1.b, 3.6.e. City Council, City Administrator, planning staff to approach TAMC.	Independent /TAMC- \$7,192,800
10) Construct Phase I Surface Parking Lot at City-owned Carroll Property	City Council Subcommittee makes recommendation; City Council Approves; City planning and public works staff implement and/or oversee implementation.	Carroll Surface- \$140,400
11) Construct Phase II Parking Deck on City-owned Carroll Property	Related General Plan Implementation Programs: 2.4.a ,2.4.b, 3.1.b, 3.6.e.	Carroll Deck- \$1,333,200

SOURCE: EMC Planning Group 2023, Harris & Associates – Conceptual Cost Estimates, 3/22/2023

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Analysis – Floor Area Reduction for Parking Exceptions



APPENDIX



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# RETAIL

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RETAIL SERVICE, BANKS, ART GALLERY-SHOWROOM, MINI-MART

1/500 RATIO

**BUILDING FLOOR AREA (1-STORY)**

BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT
25	x	55	=	1,375
50	x	55	=	2,750
75	x	55	=	4,125
100	x	55	=	5,500
125	x	55	=	6,875
150	x	55	=	8,250
175	x	55	=	9,625
200	x	55	=	11,000

**DEDUCTION SCENARIOS**

DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF
875	375	-125
2,250	1,750	1,250
3,625	3,125	2,625
5,000	4,500	4,000
6,375	5,875	5,375
7,750	7,250	6,750
9,125	8,625	8,125
10,500	10,000	9,500

**PARKING SCENARIOS**

NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
3	2	1	0
6	5	4	3
8	7	6	5
11	10	9	8
14	13	12	11
17	16	15	14
19	18	17	16
22	21	20	19

**BUILDING FLOOR AREA (2-STORY)**

BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT
25	x	55	=	2,750
50	x	55	=	5,500
75	x	55	=	8,250
100	x	55	=	11,000
125	x	55	=	13,750
150	x	55	=	16,500
175	x	55	=	19,250
200	x	55	=	22,000

**DEDUCTION SCENARIOS**

DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF
2,250	1,750	1,250
5,000	4,500	4,000
7,750	7,250	6,750
10,500	10,000	9,500
13,250	12,750	12,250
16,000	15,500	15,000
18,750	18,250	17,750
21,500	21,000	20,500

**PARKING SCENARIOS**

NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
6	5	4	3
11	10	9	8
17	16	15	14
22	21	20	19
28	27	26	25
33	32	31	30
39	38	37	36
44	43	42	41

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# MANUFACTURING

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**MANUFACTURING, ART WORKSHOP, PHOTO STUDIO, SERVICE COMMERCIAL, TESTING LABS, COMMERCIAL BAKERY**  
**1/700 RATIO**

**BUILDING FLOOR AREA (1-STORY)**

BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT
25	x	55	=	1,375
50	x	55	=	2,750
75	x	55	=	4,125
100	x	55	=	5,500
125	x	55	=	6,875
150	x	55	=	8,250
175	x	55	=	9,625
200	x	55	=	11,000

**DEDUCTION SCENARIOS**

DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF
875	375	-125
2,250	1,750	1,250
3,625	3,125	2,625
5,000	4,500	4,000
6,375	5,875	5,375
7,750	7,250	6,750
9,125	8,625	8,125
10,500	10,000	9,500

**PARKING SCENARIOS**

NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
2	1	1	0
4	3	3	2
6	5	4	4
8	7	6	6
10	9	8	8
12	11	10	10
14	13	12	12
16	15	14	14

**BUILDING FLOOR AREA (2-STORY)**

BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT
25	x	55	=	2,750
50	x	55	=	5,500
75	x	55	=	8,250
100	x	55	=	11,000
125	x	55	=	13,750
150	x	55	=	16,500
175	x	55	=	19,250
200	x	55	=	22,000

**DEDUCTION SCENARIOS**

DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF
2,250	1,750	1,250
5,000	4,500	4,000
7,750	7,250	6,750
10,500	10,000	9,500
13,250	12,750	12,250
16,000	15,500	15,000
18,750	18,250	17,750
21,500	21,000	20,500

**PARKING SCENARIOS**

NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
4	3	3	2
8	7	6	6
12	11	10	10
16	15	14	14
20	19	18	18
24	23	22	21
28	27	26	25
31	31	30	29

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# OFFICE

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PROFESSIONAL OFFICE, BROADCAST STUDIO, BILLIARDS

1/300 RATIO

**BUILDING FLOOR AREA (1-STORY)**

BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT
25	x	55	=	1,375
50	x	55	=	2,750
75	x	55	=	4,125
100	x	55	=	5,500
125	x	55	=	6,875
150	x	55	=	8,250
175	x	55	=	9,625
200	x	55	=	11,000

**DEDUCTION SCENARIOS**

DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF
875	375	-125
2,250	1,750	1,250
3,625	3,125	2,625
5,000	4,500	4,000
6,375	5,875	5,375
7,750	7,250	6,750
9,125	8,625	8,125
10,500	10,000	9,500

**PARKING SCENARIOS**

NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
5	3	1	0
9	8	6	4
14	12	10	9
18	17	15	13
23	21	20	18
28	26	24	23
32	30	29	27
37	35	33	32

**BUILDING FLOOR AREA (2-STORY)**

BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT
25	x	55	=	2,750
50	x	55	=	5,500
75	x	55	=	8,250
100	x	55	=	11,000
125	x	55	=	13,750
150	x	55	=	16,500
175	x	55	=	19,250
200	x	55	=	22,000

**DEDUCTION SCENARIOS**

DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF
2,250	1,750	1,250
5,000	4,500	4,000
7,750	7,250	6,750
10,500	10,000	9,500
13,250	12,750	12,250
16,000	15,500	15,000
18,750	18,250	17,750
21,500	21,000	20,500

**PARKING SCENARIOS**

NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
9	8	6	4
18	17	15	13
28	26	24	23
37	35	33	32
46	44	43	41
55	53	52	50
64	63	61	59
73	72	70	68

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# FOOD

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**RESTAURANTS (NOT IN CZ), FAST FOOD, BAKERIES W/ SEATING, ASSEMBLY, NIGHTCLUB, DANCEHALL, GAMING ESTABLISHMENTS**

**1/100 RATIO**

**BUILDING FLOOR AREA (1-STORY)**

BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT
25	x	55	=	1,375
50	x	55	=	2,750
75	x	55	=	4,125
100	x	55	=	5,500
125	x	55	=	6,875
150	x	55	=	8,250
175	x	55	=	9,625
200	x	55	=	11,000

**DEDUCTION SCENARIOS**

DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF
875	375	-125
2,250	1,750	1,250
3,625	3,125	2,625
5,000	4,500	4,000
6,375	5,875	5,375
7,750	7,250	6,750
9,125	8,625	8,125
10,500	10,000	9,500

**PARKING SCENARIOS**

NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
14	9	4	-1
28	23	18	13
41	36	31	26
55	50	45	40
69	64	59	54
83	78	73	68
96	91	86	81
110	105	100	95

**BUILDING FLOOR AREA (2-STORY)**

BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT
25	x	55	=	2,750
50	x	55	=	5,500
75	x	55	=	8,250
100	x	55	=	11,000
125	x	55	=	13,750
150	x	55	=	16,500
175	x	55	=	19,250
200	x	55	=	22,000

**DEDUCTION SCENARIOS**

DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF
2,250	1,750	1,250
5,000	4,500	4,000
7,750	7,250	6,750
10,500	10,000	9,500
13,250	12,750	12,250
16,000	15,500	15,000
18,750	18,250	17,750
21,500	21,000	20,500

**PARKING SCENARIOS**

NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
28	23	18	13
55	50	45	40
83	78	73	68
110	105	100	95
138	133	128	123
165	160	155	150
193	188	183	178
220	215	210	205

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## **TAKE OUT & SPA**

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**FOOD TAKE OUT ONLY, HEALTH SPA, VETERINARY OFFICE, ANIMAL HOSPITAL**

**1/250 RATIO**

**BUILDING FLOOR AREA (1-STORY)**

BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT
25	x	55	=	1,375
50	x	55	=	2,750
75	x	55	=	4,125
100	x	55	=	5,500
125	x	55	=	6,875
150	x	55	=	8,250
175	x	55	=	9,625
200	x	55	=	11,000

**DEDUCTION SCENARIOS**

DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF
875	375	-125
2,250	1,750	1,250
3,625	3,125	2,625
5,000	4,500	4,000
6,375	5,875	5,375
7,750	7,250	6,750
9,125	8,625	8,125
10,500	10,000	9,500

**PARKING SCENARIOS**

NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
6	4	2	-1
11	9	7	5
17	15	13	11
22	20	18	16
28	26	24	22
33	31	29	27
39	37	35	33
44	42	40	38

**BUILDING FLOOR AREA (2-STORY)**

BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT
25	x	55	=	2,750
50	x	55	=	5,500
75	x	55	=	8,250
100	x	55	=	11,000
125	x	55	=	13,750
150	x	55	=	16,500
175	x	55	=	19,250
200	x	55	=	22,000

**DEDUCTION SCENARIOS**

DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF
2,250	1,750	1,250
5,000	4,500	4,000
7,750	7,250	6,750
10,500	10,000	9,500
13,250	12,750	12,250
16,000	15,500	15,000
18,750	18,250	17,750
21,500	21,000	20,500

**PARKING SCENARIOS**

NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
11	9	7	5
22	20	18	16
33	31	29	27
44	42	40	38
55	53	51	49
66	64	62	60
77	75	73	71
88	86	84	82

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## **TAVERNS & BARS**

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**TAVERNS, BARS, BREW PUBS, CAFE, TEA-HOUSE, VSC (RESTAURANTS, TAVERNS, NIGHTCLUBS)**

**1/50 RATIO**

**BUILDING FLOOR AREA (1-STORY)**

BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT
25	x	55	=	1,375
50	x	55	=	2,750
75	x	55	=	4,125
100	x	55	=	5,500
125	x	55	=	6,875
150	x	55	=	8,250
175	x	55	=	9,625
200	x	55	=	11,000

**DEDUCTION SCENARIOS**

DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF
875	375	-125
2,250	1,750	1,250
3,625	3,125	2,625
5,000	4,500	4,000
6,375	5,875	5,375
7,750	7,250	6,750
9,125	8,625	8,125
10,500	10,000	9,500

**PARKING SCENARIOS**

NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
28	18	8	-3
55	45	35	25
83	73	63	53
110	100	90	80
138	128	118	108
165	155	145	135
193	183	173	163
220	210	200	190

**BUILDING FLOOR AREA (2-STORY)**

BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT
25	x	55	=	2,750
50	x	55	=	5,500
75	x	55	=	8,250
100	x	55	=	11,000
125	x	55	=	13,750
150	x	55	=	16,500
175	x	55	=	19,250
200	x	55	=	22,000

**DEDUCTION SCENARIOS**

DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF
2,250	1,750	1,250
5,000	4,500	4,000
7,750	7,250	6,750
10,500	10,000	9,500
13,250	12,750	12,250
16,000	15,500	15,000
18,750	18,250	17,750
21,500	21,000	20,500

**PARKING SCENARIOS**

NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
55	45	35	25
110	100	90	80
165	155	145	135
220	210	200	190
275	265	255	245
330	320	310	300
385	375	365	355
440	430	420	410