

ORDINANCE NO. 991 N.S.

**AN ORDINANCE OF THE CITY OF EL PASO DE ROBLES
AMENDING TITLE 21 (ZONING) OF THE MUNICIPAL CODE TO
MODIFY CHAPTER 21.22 OF THE ZONING ORDINANCE
(CODE AMENDMENT 13-001)**

WHEREAS, the City of El Paso de Robles Zoning Ordinance is amended from time to time to clarify language, correct errors and respond to changing circumstances; and

WHEREAS, this Code Amendment is intended to provide options to reduce the amount of impervious surfaces associated with development for required parking spaces and parking lots to implement “Low-Impact Development” practices to help manage storm water; and

WHEREAS, the proposed parking amendments include re-organizing Chapter 21.22 and substantive amendments which encompass:

- Condense land uses categories for uses that have similar parking demands;
- Reduce the number of parking spaces for certain commercial uses such as general office, retail and restaurants to 1 parking space per 300 square feet of gross floor area;
- Add the land use “Wine Production” under manufacturing with a parking ratio of one parking space per 1,000 square feet of gross floor area;
- Allow for a 30 percent parking space reduction for lodging for accessory uses such as restaurants or conference rooms within the same development;
- Add motorcycle parking provisions of one parking space per 20 vehicle parking spaces and a reduction of vehicle spaces if a project includes five or more motorcycle spaces;
- Increase the number of compact parking spaces permitted in parking lots from 25 percent to 30 percent;
- Add a provision for warehouse and storage buildings over 10,000 square feet whereby applicants may apply for a Conditional Use Permit to reduce the number of parking spaces, if it can be demonstrated that the parking demand is less than required;
- Allow studios and one-bedroom residential units to provide one parking space per unit if the parking space surface material is constructed from porous materials;
- Allow for alternative “porous” surface materials for parking lots and parking spaces;
- Decrease the size of parking lot drive aisles from 27 feet wide to 24 feet wide.

WHEREAS, the City has prepared an ordinance to amend the Zoning Code to modify the above parking regulations; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA) an Initial Study was prepared, and it was determined that this project could not result in significant environmental impacts. Therefore, a draft Negative Declaration was adopted for this project; and

WHEREAS, at its meeting on April 23, 2013 the Planning Commission conducted a public hearing on the proposed Code Amendment and took the following actions regarding this ordinance:

- a. Considered the facts and analysis, as presented in the staff report prepared for this ordinance;
- b. Conducted a public hearing to obtain public testimony on the proposed ordinance;

- c. In accordance with CEQA, recommended the City Council adopt a Negative Declaration for the proposed ordinance;
- d. Recommended that the City Council adopt the proposed ordinance; and

WHEREAS, at its meeting of May 21, 2013, the City Council conducted a public hearing on the proposed Code Amendment and took the following actions regarding this ordinance:

- a. Considered the facts and analysis, as presented in the staff report prepared for this ordinance;
- b. Considered the recommendation of the Planning Commission regarding this ordinance amendment and concurred with the Planning Commission's recommendation.
- c. Conducted a public hearing to obtain public testimony on the proposed ordinance amendment;
- d. Based on its independent judgment and in accordance with CEQA, the City Council adopted a Negative Declaration for this ordinance.

NOW, THEREFORE, BE IT KNOWN that the Paso Robles City Council, based upon the substantial evidence presented at the above referenced public hearing, including oral and written staff reports, hereby finds as follows:

1. The above stated facts of this ordinance amendment are true and correct.
2. This ordinance amendment is consistent with the City's General Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EL PASO DE ROBLES DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1: Chapter 21.22 of the Zoning Ordinance is hereby amended to incorporate the text shown in Exhibit A.

SECTION 2. Publication. The City Clerk shall cause this ordinance to be published once within fifteen (15) days after its passage in a newspaper of general circulation, printed, published and circulated in the City in accordance with section 36933 of the Government Code.

SECTION 3. Severability. If any section, subsection, sentence, clause, or phrase of the Ordinance is, for any reason, found to be invalid or unconstitutional, such finding shall not affect the remaining portions of this Ordinance.

The City Council hereby declares that it would have passed this ordinance by section, subsection, sentence, clause, or phrase irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases are declared unconstitutional.

SECTION 3. Inconsistency. To the extent that the terms of provisions of this Ordinance may be inconsistent or in conflict with the terms or conditions of any prior City ordinance(s), motion, resolution, rule, or regulation governing the same subject matter thereof and such inconsistent and conflicting provisions of prior ordinances, motions, resolutions, rules, and regulations are hereby repealed.

SECTION. Effective Date. This Ordinance shall go into effect and be in full force and effect at 12:01 a.m. on the 31st day after its passage.

Introduced at a regular meeting of the City Council held on June 4, 2013 and passed and adopted by the City Council of the City of El Paso de Robles on the 2nd day of July, 2013 by the following roll call vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

Duane Picanco, Mayor

ATTEST:

Caryn Jackson, Deputy City Clerk

Exhibit A

Chapter 21.22 – Off-Street Parking Regulations

Sections:

- 21.22.010 – Purpose.
- 21.22.020 – Application.
- 21.22.030 – Parking provisions of the Uptown/Town Center Specific Plan
- 21.22.040 - Parking space requirements.
- 21.22.050 – Bicycle parking requirements.
- 21.22.060 – Motorcycle parking requirements.
- 21.22.070 - Mixed-use and joint use parking standards.
- 21.22.080 - Parking space, parking lot, driveway, landscaping design standards and maintenance.
- 21.22.090 – Provisions for Off-Site Parking.
- 21.22.100 – Provisions for Off-Street Loading.

21.22.010 – Purpose.

The purpose of off-street parking regulations is to ensure there is sufficient parking available for land uses permitted in the City.

21.22.020 – Application.

Off-street parking facilities shall be provided for any new or expanded building established after the effective date of this code or subsequent amendments.

21.22.030 – Parking provisions of Uptown/Town Center Specific Plan.

Buildings or land uses within the boundaries of the Uptown/Town Center Specific Plan are subject to the parking requirements of said specific plan.

21.22.040 - Parking space requirements.

The number of required spaces for land uses are as set forth in Table 21.22.01. These provisions are established as the maximum number of parking spaces required. Where the calculation of the number of spaces required results in a fractional number, any fraction equaling one-half or more shall be rounded up to the next whole number.

Table 21.22.01
Off-Street Parking Spaces Required

| Land Use | | Number of Off-street Parking Spaces |
|---|---|--|
| Residential | Single Family | 2 per residence |
| | Multi-Family | 1.5 spaces per studio or 1 bedroom (or 1space per studio or 1 bedroom if the parking space surface is constructed from porous concrete or porous pavement) 2 space per 2 or more bedrooms 1 guest space per 5 units. |
| Commercial, Industrial, and other Non-Residential Uses | General Commercial (e.g. retail, office, personal services) and Service Commercial (e.g. equipment rental, contractor services) | 3 spaces per 1000 gross square feet Exceptions: <ul style="list-style-type: none"> Free-standing medical office and clinics: 4 per 1,000 gross square feet Assembly uses (e.g. meeting rooms, churches, theatres, etc. with floor area 3,000 square feet or larger) 10 per 1,000 net square feet in the assembly seating area Free-standing restaurant, including fast food: 5 per 1,000 gross square feet Gas stations: 2 spaces plus any additional spaces for ancillary uses such as a mini-mart or auto repair Auto repair, installation, and carwash: 3 per service bay (see note #3, below) |
| | Lodging | Hotels/Motels: 1 space per room and 1 space per employee on the maximum shift. <ul style="list-style-type: none"> Accessory uses open to public (e.g. restaurant, conference rooms: see specific parking requirement per use and reduce combined parking requirements by 30% RV Parks: as determined through PD/CUP process Bed & Breakfast: 2 spaces for manager/residents, and 1 per guest room |
| | Warehouse and Storage | 1 per 1,000 gross square feet Exceptions: <ul style="list-style-type: none"> Mini-Storage: 1 per 3,000 gross square feet Wine Storage: 1 per 5,000 gross square feet |
| | Manufacturing | 1/500 Exception: Wine Production Facility: 1/1000 |
| <p>Notes:</p> <ol style="list-style-type: none"> Where specific parking requirements are not listed, an interpretation of parking impacts and spaces needed based on a similar use may be determined by the Community Development Director. Where calculation of the number of spaces required results in a fractional number, any fraction equaling one-half or more shall be rounded to the next highest whole number. Automotive service bay is defined as an employee work area within a building where no more than 2 vehicles may be serviced (e.g. 2 stalls of approximately 10 feet by 20 feet in size). A Conditional Use Permit to reduce the number of parking spaces required may be considered for warehouse, storage and/or manufacturing buildings that are 10,000 s.f. or larger, if demonstrated that parking demand is less than required standard. | | |

Parking Regulations Update

21.22.050 – Bicycle Parking Spaces.

- A. Multi-family development with 10 or more units shall provide a minimum of two (2) bicycle rack spaces and two (2) bicycle rack spaces for each additional increment of 10 units on site.
- B. Non-residential development shall provide a minimum of two (2) bicycle rack spaces for each 20,000 square feet of building footprint on site. In addition, for sites with 50,000 square feet or more building footprint, two (2) secured locker bike parking facilities shall be provided for each increment of 50,000 square feet of building footprint on site.
- C. For parking lots that require 20 or more parking spaces, a 5 percent reduction in parking spaces shall be allowed in exchange for providing 4 bike rack spaces.

21.22.060 – Motorcycle Parking Spaces.

One motorcycle parking space shall be provided for each 20 vehicle spaces required. Motorcycle spaces shall be a minimum of 6 feet wide and 10 feet long. Projects that provide more motorcycle spaces than required may reduce the required car spaces at the rate of one car space for each five motorcycle spaces.

21.22.070 - Mixed-use and joint use parking standards.

- A. In a mixed-use development (per above), the combined parking requirements may be reduced by a maximum of 33 percent (e.g. residential and non-residential uses within the same building or on the same parcel) unless it is demonstrated that a further reduction in parking spaces is merited due to a reduced parking demand, as approved by the Planning Commission.
- B. Up to eighty percent of the parking facilities required by this chapter for a church or for an auditorium incidental to an educational institution may be supplied by parking facilities used primarily for daytime use.

21.22.080 – Parking space, lot, driveway and landscaping design standards.

A. Parking Space Size. Parking spaces and drive aisle shall be designed in compliance with the provisions in Table 21.22.02.

**Table 21.22.02
Parking Space Standards**

| Zone | Width | Length |
|---|---------|---------|
| Single-Family Residential - covered spaces (e.g. garage or carport) ¹ | 10 feet | 20 feet |
| All other zones – uncovered spaces ² | 9 feet | 18 feet |
| <ul style="list-style-type: none"> • Compact spaces may be provided for up to 30% of required spaces | 8 feet | 16 feet |
| <ul style="list-style-type: none"> • Parallel spaces | | 22 feet |

¹ The width of enclosed spaces may be measured from the outer wall of a garage or the outer edge of a support post for a carport. Garage door openings shall be at least 8 feet in width for a one-car opening and 16 feet for a two-car opening.

² A 2 foot overhang for bumpers may be permitted into landscaping or walkways provided that minimum widths for disabled access are maintained.

B. Spaces for Handicapped. Handicapped spaces shall be provided as required by state statute.

C. Parking Lot Design.

1. Parking spaces stall and drive aisles shall be designed in compliance with the provisions in Table 21.22.03

**Table 21.22.03
Parking Lot Stall and Aisle Standards**

| Parking Angle | Stall Depth | Aisle Width | Traffic Direction |
|---------------|-------------------|-------------|-------------------|
| 0 | 9 feet | 12 feet | One Way |
| 30 | 16 feet 4 inches | 12 feet | One Way |
| 45 | 18 feet 9 inches | 14 feet | One Way |
| 60 | 19 feet 10 inches | 18 feet | One Way |
| 90 | 18 feet | 24 feet | Two Way |

2. Parking spaces shall not have front-to-back or side-to-side grades that exceed 5% slope.

3. Parking lot surface materials shall minimize impervious surfaces and be constructed from permanent materials such as asphalt, porous asphalt, concrete, porous concrete, pavers or turf block. An exception may be approved by the Planning Commission to allow non-permanent parking lot materials such as decomposed granite or other suitable materials on a case-by-case basis for uses such as interim overflow parking lots or very low intensity agricultural- or rural-oriented land uses, or for parking spaces in a rear yard for residential use if it is in addition to primary parking spaces.

Parking Regulations Update

4. Parking lot drainage shall be maintained on individual parking lot sites and shall be conveyed to on-site landscape areas and/or detention facilities such as bioretention facilities.
5. Parking lot perimeter curbing shall incorporate inlets and outlets to direct surface runoff into and out of bioretention and/or landscape areas. Flat edge curbing is acceptable if wheel stops are provided.
6. Driveways that serve five or more residences or any non-residential land uses shall be designed so that vehicles may not back out of parking spaces directly onto a street or highway.
7. Directional signs shall be installed for one-way driveways and ramps to indicate one-way circulation.
8. Parking areas, driveways, maneuvering aisles, ramps and turnaround areas shall be kept free of obstructions at all times.
9. Wheel stops shall be installed for parking spaces at least 2 feet from any adjacent walkway, sidewalk, street or alley.
10. Parking lots with 6 or more parking spaces shall be screened from view from any adjacent residentially zoned or developed property on all sides of the parking lot. Screening materials may include solid opaque fencing (except for chain link with slats), masonry, or earth berms in combination with landscaping and shall be at least 5 feet in height, and not more than 6 feet in height, either for fence or walls and/or combination of fencing and walls and earth berm.
11. Tandem parking may be permitted upon approval by the Development Review Committee. As part of the review, the Development Review Committee should consider whether tandem parking is appropriate for the specified use and site.
12. The location and design of all street or alley entrances and exits to off-street parking facilities shall be subject to the approval of the city engineer.
13. All parking spaces shall be striped in a manner clearly showing the layout of the spaces.
14. The parking facilities required by this chapter shall be only for the temporary parking of vehicles used in conjunction with the uses they serve.

D. Driveways.

1. Single-family residential. No more than four residential dwelling units may be served by a driveway, whether the driveway serves a single parcel or several adjoining parcels. (Exception: Second units developed in accordance with Chapter 21.16D shall not be included in this calculation.) Consideration of development potential of adjoining properties that may be served by the same access shall be included in the calculation of the number of dwelling units to be served. The minimum driveway width is 12 feet.

The minimum back-up distance between a garage or carport shall be 25 feet to a sidewalk or side property line. Garages and carports that back up to a paved alley may include the 20 foot wide alley in back up distance measurement.

Parking Regulations Update

2. Multi-family residential development. Residential development consisting of five or more residential dwelling units and non-residential development shall have a minimum driveway width of 24 feet, and a vertical clearance of 13 feet 6 inches.
3. Turnarounds and turnouts shall comply with the current version of the California Fire Code and the current edition of the Public Works Department Standard Details and Specifications.
4. Driveways shall be constructed with permanent surfacing with materials such as asphalt, porous asphalt, concrete, porous concrete, bricks, pavers or turf block. Driveways exceeding 150 feet in length shall comply with the California Fire Code Section for turnarounds (see section HS-20 Truck Loading). Driveway drainage shall be conveyed to on-site landscape.
5. Driveways shall not exceed a maximum slope of 15%, and must have a vertical clearance of 13 feet 6 inches. Driveways should have either a continuous cross slope that conveys runoff to adjacent landscaping or a crowned surface which conveys each side to landscape areas.
6. Common driveways shared by more than one lot shall be allowed when proper easements or agreements have been executed and filed with the city, and recorded with the County Recorder. The driveway shall not be more than five hundred feet from the street or alley to the parking area served.
7. Driveway exceptions. Where topography or other physical factors such as existing setbacks, lot dimensions and oak trees, combine to make development in accordance with driveway standards infeasible, the Development Review Committee may grant exceptions to the gradient and driveway width requirements, subject to any mitigation measures necessary to assure adequate fire protection. The fire department reserves the right to require that residential fire sprinkler systems be installed when emergency access is restricted.

E. Landscaping.

1. Irrigated perimeter landscaping shall be provided along property frontages and interior property lines in all multi-family and commercial zones. Landscaping shall be a minimum 10 feet deep along the front property line, 5 feet along street side property lines, and 3 feet deep adjacent to side (interior) property lines.
2. In addition to perimeter landscaping required elsewhere, 8 square feet of landscape area shall be provided for every parking space in parking lots with 4 or more spaces. Emphasis shall be given to shade tree installation to inhibit heat buildup in parking areas. In parking areas with 20 or more cars, the design shall demonstrate a minimum of 25% shade cover within five years through selection of shade tree species.
3. Design of landscaping for parking areas in all zones (except R-1) is subject to Development Review Committee approval.
4. Landscape areas shall be designed to function as bioretention areas designed to filter, store and infiltrate storm water, utilizing mulch, soil and plant root systems, to retain, degrade and absorb pollutants. These can include bioretention swales, rain gardens or storm water planters. The use of an

Parking Regulations Update

engineered soil mix and appropriate vegetation is important to facilitate bioretention functions. Where infiltration into underlying native soils is not appropriate, a perforated underdrain can convey treated runoff to a storm drain or surface drainage.

21.22.090 - Provisions for Off-Site Parking

Off-street parking facilities shall be located on the lot on which the principal land use is located unless such spaces cannot reasonably be located on such lot. In such a case, parking spaces may be located on any land within 300 feet of the property with the principal land use; provided, that the following conditions are met:

- A. A written agreement between the owner of the property with the parking spaces and the principal land user assuring the retention of the parking spaces for the principal use shall be properly drawn and executed by the parties concerned, approved as to form by the city attorney and shall be recorded in the office of the county recorder and copies filed with the city prior to issuance of a building permit or certificate of occupancy for the principal use. The term of such an agreement shall be a minimum of fifteen years.
- B. The principal use shall be permitted to continue only as long as its parking requirements are met.

21.22.100 - Off-street loading requirements.

Every building or part thereof erected or occupied for retail business, service, manufacturing, storage, warehousing, hotel, mortuary or any other use similarly involving the receipt or distribution by vehicles of space in accordance with the following requirements:

- A. Within any commercial zoning district, one loading space for each 10,000 square feet of gross floor area;
- B. Within any industrial zoning district, one loading space for each 15,000 square feet of gross floor area;
- C. For the purpose of this section, an off-street loading space, exclusive of adequate access drives and maneuvering space, shall have minimum dimensions of 12 feet by 40 feet and an overhead clearance of 14 feet in height above the alley or street grade;