



County of Yolo

PLANNING AND PUBLIC WORKS DEPARTMENT

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PLANNING COMMISSION STAFF REPORT

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FILE #2008-056: Amend the Off-Street Parking and Loading Ordinance (Title 8, Chapter 2, Article 25) in the County Code to ensure that all land uses in the unincorporated area have adequate space to meet the vehicle parking demand of each individual use. This update will also amend Articles 2, 24, and 32, to bring them into conformity with Article 25 of the County Code.

APPLICANT/OWNER: Yolo County

LOCATION: Within the unincorporated area of Yolo County

GENERAL PLAN: Various

ZONING: Various

SUPERVISORIAL DISTRICT: All


FLOOD ZONE: Various

SOILS: Various

FIRE SEVERITY ZONE: Various

ENVIRONMENTAL DETERMINATION: Negative Declaration

REPORT PREPARED BY:


Jeff Anderson, Assistant Planner

REVIEWED BY:


David Morrison, Assistant Director

RECOMMENDED ACTIONS

That the Planning Commission recommends the Board of Supervisors take the following actions:

1. **HOLD** a public hearing and consider public comments regarding the update to the Off-Street Parking and Loading Ordinance, (**Attachment A**);
2. **ADOPT** the Negative Declaration as the appropriate level of environmental review in accordance with the California Environmental Quality Act (CEQA) and Guidelines (**Attachment B**); and
3. **ADOPT** the Ordinance amending the County Code to update the Off-Street Parking and Loading Ordinance (**Attachment A**).

REASONS FOR RECOMMENDED ACTIONS

The Yolo County Zoning Ordinance is proposed to be amended to provide a clarified and updated set of procedures and standards for the review and permitting of off-street parking of vehicles in all zoning districts. The existing Off-Street Parking and Loading Ordinance was last updated in 1984, thus, many of the regulations and standards are outdated. The proposed revisions to the Off-Street Parking and Loading Ordinance have been written to conform to the policies outlined in the Draft General Plan and with applicable state laws (i.e., accessible parking standards).

AGENDA ITEM 6.8

BACKGROUND

The Off-Street Parking and Loading Ordinance does not provide planners with the proper tools to adequately enforce parking regulations; nor does it provide planners or the general public with a thorough list of parking space requirements for various land uses in the unincorporated county. In addition, the existing ordinance often requires excessive parking space requirements for retail and many other industrial and commercial uses. Staff has decided to overhaul the existing ordinance due to the substantial changes proposed. For reference, a copy of the existing ordinance is provided in **Attachment D**.

The Planning Commission held a workshop on this item on May 14, 2009. Since the workshop in May, staff has circulated an Initial Study/Negative Declaration analyzing the potential impacts of the revisions to the ordinance. The ordinance has been reviewed, and comments have been received by some of the county's citizens advisory committees. Staff has completed additional research and analysis on questions and concerns raised by the Planning Commission and various county agencies. Staff has also compared "best practices" among several other jurisdictions, including Sacramento, San Bernardino, San Luis Obispo, and Santa Clara counties to determine what standards should be applied in Yolo County.

STAFF ANALYSIS

The intent of the ordinance update is to modify and establish criteria to protect and enhance land uses in the various zones of the unincorporated county, and to maintain the availability of public roads and sidewalks for the safe movement of vehicles and pedestrians. Staff has modified several sections of the proposed ordinance since the May 14, 2009 Planning Commission meeting in response to suggestions and concerns raised by the Planning Commission and various county agencies. Key changes in the Off-Street Parking and Loading Ordinance since the May meeting are described below and are shown in legislative font (~~strikethrough~~ and underline format) in the proposed ordinance (**Attachment C**).

Significant Changes to the Draft Ordinance since May 14, 2009 Planning Commission Meeting

Special parking space requirements: In addition to the parking spaces required for each use, the proposed ordinance requires accessible parking and bicycle parking. Accessible parking requirements are regulated by the California Building Code and enforced by the Yolo County Building Division. By including this information in the Off-Street Parking and Loading Ordinance, applicants will have a better understanding of the accessible parking requirements.

The amount of required bicycle parking has increased from the previous draft in an effort to encourage alternative methods of transportation. Parking lots with twenty or more spaces shall provide one bicycle rack for each twenty parking spaces (each bicycle rack shall contain space for a minimum of four bicycles). In addition, requirements for carpool parking have been added to the draft ordinance. Office, industrial, and institutional uses with twenty or more parking spaces are required to designate five spaces or five percent (whichever is less) for carpool use before 9:00 AM on weekdays. Placing a time restriction on carpool parking spaces will enable others to use the spaces if they are not used by carpool drivers.

Paving for Agricultural Uses: The existing parking ordinance does not require paving or parking for agricultural uses, such as wineries or agricultural research facilities. At the direction of the Planning Commission, the draft ordinance will not require paving for agricultural uses (Section 8-2.2513(a)). The proposed ordinance requires all parking and loading areas for agricultural uses to be all-weather and usable for the purpose they are provided, and to be clearly marked and

maintained when the use is in operation, but not paved, unless stricter fire access requirements are imposed. However, accessible parking requirements must be provided for these uses if they are generally open to the public, or if there are employees on site. In addition, connections of any access driveway to the public road must be improved per County of Yolo Improvement Standards.

Covered and Enclosed Parking: The existing ordinance does not require residential parking spaces to be enclosed or covered. At the request of the Planning Commission, staff has examined the issue of enclosed and covered parking for residential uses (single-family dwellings, duplexes, second dwelling units or ancillary dwellings, caretaker housing, and mobile homes located in mobile home parks). Although enclosed (garage) and covered parking provide shelter from the elements, often times they are used for unintended uses such as storage or workshops. The draft ordinance will continue to provide homebuilders with the option of whether or not to provide a garage or covered parking space. Staff anticipates that residential development in the county will largely continue to include garage or covered parking spaces to accommodate the desires of the general public. In any case, all required parking spaces for residential uses must not be within a required front or side yard.

The draft ordinance requires multi-family dwellings to include one covered parking space for each unit. This requirement is proposed because unlike single-family dwellings, where parking is located at a close proximity to the home, required parking spaces are not always located adjacent to the dwelling unit in a multi-family complex. The covered parking space will provide additional shelter and security for residents.

Adjustments to parking requirements: The ordinance allows adjustments for incorporating shared peak-hour parking, shared on-site parking, compact parking spaces, and motorcycle parking spaces. The draft ordinance now proposes a twenty percent (20%) reduction, up from fifteen percent (15%) in the last draft, in overall parking as an incentive for using permeable or porous paving for parking lots. The proposed adjustments to parking requirements will decrease the amount of excessive parking spaces and paving required in the unincorporated county. At the request of the Planning Commission, staff researched the cost of providing permeable or porous paving compared with that of conventional asphalt. Staff concluded that the cost of installing permeable or porous paving can generally be two or even three times that of conventional asphalt. Therefore, staff increased the reduction of overall parking to twenty percent (20%) when these alternative surfaces are used to satisfy paving requirements in order to help offset the cost.

Landscaping and screening requirements: A landscape plan is now proposed to be required for all parking lots (not applicable to one-family and two-family dwellings). The previous draft recommended that only parking lots with four or more spaces were required to provide landscaping. This change is rather insignificant as most parking areas will be required to provide more than four parking spaces. In response to the Planning Commission's request, a requirement was added to require that all parking lots shall include tree plantings that will result in fifty percent (50%) shading of the parking lot surface area within ten years to relieve the potential for heat islands. This requirement is also consistent with Action CO-A112 of the Draft General Plan.

Lighting: The proposed ordinance recommends that all parking lots provide lighting. The previous draft recommended that only parking lots with ten or more spaces required lighting. The draft ordinance only requires that lighting capable of providing adequate illumination for security and safety be provided. This was included as to not provide costly additions and improvements for small scale operations. Planning staff will have the discretion to review a lighting plan as part of building permit or site plan review application.

Recreational vehicle parking: The existing ordinance requires subdivisions created after 1984 to designate recreational vehicle parking areas on individual parcels and show them on the Final Map. The recreational vehicle parking area could be located anywhere other than a required yard adjacent to a street, but it would have to be shown on the Final Map. For parcels on record before 1984, recreational vehicles could be parked on any area other than a required yard adjacent to a street. The draft ordinance proposes to simplify this section of the parking ordinance and remove the requirement that recreational vehicle parking areas must be shown on Final Maps for subdivisions created after 1984. Thus, the owner of a residential parcel may follow the requirements set forth in Section 8-2.2514 of the draft ordinance to park a recreational vehicle on their property.

Issues to Remain Unchanged Since Previous Draft Ordinance

The following issues have not been altered since the Planning Commission reviewed the previous draft Off-Street Parking and Loading Ordinance on May 14, 2009. These issues do, however, reflect a change from the existing ordinance.

Required parking spaces: A user-friendly table is provided to show the required number of parking spaces for each land use. The uses are divided into seven categories: Industry, Manufacturing & Processing, Wholesaling; Recreation, Education & Public Assembly; Residential; Retail Trade; Services General; Agricultural; and Other Uses. The table lists the number of parking spaces required for each land use. The parking space requirements are to be considered the maximum number of spaces that are to be provided for each use, unless a greater amount of parking for a specific use is required by the Planning Director or Planning Commission.

Downtown Mixed Use (DMX) zones: The ordinance includes standards for off-street parking within DMX zones. Currently, the Esparto DMX Ordinance is pending before the Board of Supervisors. The pending Esparto DMX Ordinance includes general provisions for reducing and/or waiving off-street parking requirements, in order to encourage redevelopment. Section 8-2.2505 of the Off-Street Parking and Loading Ordinance has been written to generally apply to a DMX zone that is approved in Esparto, or any other downtown urban areas within the unincorporated county.

Parking lot development standards: Standard sizes for traditional parking spaces, enclosed parking spaces, and mobile home and tractor trailer parking spaces are defined in the updated ordinance. In addition, parking lot aisle width, directional signage, and lighting requirements are also defined.

Paving materials: The section specifying paving materials for off-street parking has been amended to include permeable or porous paving as the recommended method. Traditional paving methods would still be accepted; however, a reduction in parking spaces would be granted for using permeable or porous paving.

Proposed Amendments to the Zoning Ordinance

The draft Off-Street Parking and Loading Ordinance is provided in **Attachment A**. The changes to the draft ordinance since the previous draft of May 14, 2009 are presented in legislative font (~~strikethrough~~ and underline format) in **Attachment C**. The proposed amendments to the other articles in the Yolo County Zoning Ordinance are also presented in legislative font in **Attachment A**, following the draft Off-Street Parking and Loading Ordinance. The changes to other articles are summarized by ordinance section in the table below. For reference purposes, a copy of the existing ordinance is provided in **Attachment D**.

Summary of Proposed Off-Street Parking and Loading Amendments to the Zoning Ordinance

Section	Proposed Change
8-2.258 & 8-2.284	Modify existing definitions for parking space and loading space.
8-2.2404	Change parking requirement for mobile homes in mobile home parks from 2 spaces to 1 space
8-2.2410	Delete reference to Section 8-2.2503.5 and replace with 8-2.2514.
8-2.3204	Add line explaining maximum percentage of parking modifications.
8-2.3210	Delete reference to August 23, 1984 and reassign numbers throughout the section

OTHER AGENCY INVOLVEMENT

The Planning Commission held a workshop on the update to the Off-Street Parking and Loading Ordinance on May 14, 2009. Planning staff distributed a draft of the proposed ordinance to several county departments and agencies, and discussed the matter at the April 22, 2009 Development Review Committee (DRC) meeting. Staff has received comments from various departments, including the Building Division and Public Works Division, and has incorporated them into the draft ordinance. In addition, the county citizen advisory committees have reviewed the draft ordinance and have provided recommendations and comments. The Capay Valley, Clarksburg, Dunnigan, Esparto, and Yolo-Zamora Citizens Advisory Committees recommended that the Planning Commission approve the draft ordinance. The Madison Citizens Advisory Committee will review the draft ordinance on Thursday, September 3rd and the Knights Landing Citizens Advisory Committee will consider the matter on Wednesday, September 9th, thus staff is unable to include their respective recommendations in this staff report.

The Yolo-Zamora Citizens Advisory Committee requested that:

- Homes on agriculturally zoned parcels should be exempt from providing covered parking.
[Staff Response: The covered parking requirement for residential uses (not including multi-family) has been removed from the draft ordinance.]
- It should remain illegal to live in a recreational vehicle, except where allowed temporarily during the construction of a home.
[Staff Response: It will remain illegal to live in a recreational vehicle, unless approved by the Planning and Public Works Department during the temporary construction of a home.]

The Dunnigan Citizens Advisory Committee requested that:

- The language "Required parking shall not be located in any required front or side yard" (Sec. 8-2.2504(b)) should be changed to read "Required front or side yard shall not constitute parking areas," or should be stricken completely.
[Staff Response: The language has not been changed. The current language is interpreted to mean that parking is allowed in a front or side yard setback, but it cannot be counted as a "required" parking space.]
- The parking space measurements should be increased to a minimum of nine (9) feet in width by twenty (20) feet in length (up from 9' by 18') to accommodate all types of standard vehicles.

[Staff Response: Staff reviewed several parking ordinances of various jurisdictions and feels confident with recommending that the requirements remain at 9' by 18'. Most standard full size passenger vehicles are able to fit in a parking stall with a length of eighteen feet. Developers are free to provide parking stalls that exceed the minimum size requirements. In addition, staff is not inclined to change the requirement because it would increase the overall size of parking lots and require additional paving.]

- The accessible parking spaces referenced in Table 8-2.2507 should be increased to three percent (3%) or above for parking lots with 501-1,000 stalls.

[Staff Response: Staff examined the issue and has concluded that the ordinance should comply with California Building Code. Thus, the accessible parking spaces for lots with 501-1,000 stalls is proposed to remain at two percent (2%).]

ATTACHMENTS

- A: Draft Off-Street Parking and Loading Ordinance and Amendments**
- B: Negative Declaration**
- C: Changes from May 14, 2009 draft ordinance shown in legislative font**
- D: Existing Off-Street Parking and Loading Ordinance (Article 25)**

Article 25. Off-Street Parking and Loading

Sec. 8-2.2501. Purpose.

The purpose of this Article shall be to provide safe and convenient vehicular access to all land uses, to minimize traffic congestion and hazards to motorists and pedestrians, and to provide accessible, attractive, secure, and well-maintained off-street parking and loading facilities without precluding the feasible redevelopment and adaptive reuse of existing structures and blocks, when any main building or structure is erected, enlarged, or increased in capacity.

Sec. 8-2.2502. Applicability.

Unless otherwise specifically provided by this Article or a separately-adopted ordinance, the provisions of this Article shall apply to all uses and development in county zoning districts referenced below. The general standards for parking, loading, and accessible spaces in this Article shall be considered a minimum level of design, and more extensive parking design and circulation provisions may be required by the deciding authority in connection with the approval of a discretionary permit or entitlement. However, the number of parking spaces specified in Table 8-2.2506 shall be considered the maximum number of required spaces unless a greater amount of parking for a specific use is required by the Planning Director or the Planning Commission.

Section 8-2.2503. Definitions.

For the purposes of this Article, unless otherwise apparent from the context, certain words and phrases used in this Article are defined as follows:

- (a) **“Downtown Mixed Use zones (DMX)”** shall mean the zoning designation to be applied to unincorporated areas of the county that are planned for development or redevelopment of a mixture of primarily commercial, retail, office, residential, and other uses.
- (b) **“Gross floor area (GFA)”** shall mean the area within the inside perimeter of the exterior walls of a structure used, or intended to be used, by owners and tenants for all purposes, exclusive of vent shafts and courts. Usable area under a horizontal projection of a roof or floor above, not provided with surrounding exterior walls shall be included within the total gross floor area.
- (c) **“Live/work unit” or “Live/work space”** shall mean a building or space within a building used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work. “Live/work unit” is further defined as a structure or portion of a structure:
 - 1. That combines a commercial or manufacturing activity allowed in the zone with a residential living space for the owner of the commercial or manufacturing business, or the owner’s employee, and that person’s household; and
 - 2. Where the resident owner, occupant, or employee of the business is responsible for the commercial or manufacturing activity performed; and
 - 3. Where the commercial or manufacturing activity conducted takes place subject to a valid business license associated with the premises.
- (d) **“Parking lot”** shall mean a designated area, other than a street or other public way, used for the parking of automobiles and available to the public, whether for a fee, free, or as an accommodation for clients, employees, or customers, excluding one-family and two-family dwellings.
- (e) **“Vacant land”** shall mean land that is currently undeveloped with urban structures, but may be occupied by a rural residence or structure, and is designated for future urban growth.

Sec. 8-2.2504. General Parking Provisions.

- (a) **Location of parking—nonresidential use.** Required parking spaces shall be located on the same parcel with the primary use or structure, or on an immediately adjacent and contiguous parcel. If it is not feasible to provide the required amount of parking on the same or adjacent parcel, as determined by the Planning Director, parking spaces located within 250 feet of the premises to which the parking requirements pertain, may be leased or purchased. An agreement providing for the shared use of private parking indicating the hours of the expected use by type of activity, executed by the parties involved, shall be filed with the Planning Director. Property within the existing or anticipated future right-of-way of a street or highway shall not be used to provide required parking or loading facilities.
- (b) **Location of parking—residential use.** Required parking shall not be located in any required front or side yard.
- (c) **Change in nonresidential use.** When the occupancy or use of a property is changed to a different use, or the lessee, tenant, or owner of a specific use occupying more than 500 square feet of leasable commercial floor area, or 1,000 square feet of leasable industrial floor area is changed, parking to meet the requirements of this Section shall be provided for the new use or occupancy.
- (d) **Increase in nonresidential use.** When an existing occupancy or use of more than 500 square feet of leasable commercial floor area, or 1,000 square feet of leasable industrial floor area is altered, enlarged, expanded, or intensified, additional parking to meet the requirements of this Section shall be provided for the altered, enlarged, expanded, or intensified portion only.
- (e) **Two or more uses.** Where two or more uses are located in a single structure or on a single parcel, required parking shall be provided for each specific use (i.e., the total parking required for an establishment that has both industrial and office uses shall be determined by computing the parking for the industrial use and the office use and then adding the two requirements together). A reduction of the required parking spaces may be approved, as allowed in Section 8-2.2510(a) and Section 8-2.2510(b).
- (f) **Parking and loading spaces to be permanent.** Parking and loading spaces shall be permanently available, marked, and maintained for parking or loading purposes, for the use they are intended to serve. The Planning Director may approve the temporary reduction of parking or loading spaces in conjunction with a seasonal or intermittent use.
- (g) **Parking and loading to be unrestricted.** Owners, lessees, tenants, caretaker or persons having control of the operation of the premises for which parking or loading spaces are required by this Section shall not prevent, prohibit or restrict authorized persons from using these spaces without prior approval of the Planning Director.
- (h) **Use of parking lot for activities other than parking.** Required off-street parking, circulation, and access areas shall be used exclusively for the temporary parking and maneuvering of vehicles and shall not be used for the sale, lease, display, repair, or storage of vehicles, trailers, boats, campers, mobile homes, merchandise, or equipment, or for any other use not authorized by the provisions of this Code. The temporary use of parking lots for display and sales may be permitted in advance through the issuance of a Minor Use Permit by the Zoning Administrator, with a finding that an adequate amount of parking will still be available for customers.

Sec. 8-2.2505. Off-Street Parking in Downtown Mixed Use (DMX) zones

- (a) For development projects on vacant or under-developed lands of more than one acre within Downtown Mixed Use (DMX) Zones, off-street parking shall be provided for all residential and nonresidential uses, as required by Article 25, excluding subsections (b) through (e), below.

- (b) For all other development projects within Downtown Mixed Use (DMX) Zones, the following parking requirements apply except as may otherwise be provided by the ordinance creating a DMX zone:
1. No off-street parking is required for new or expanded nonresidential uses in the DMX zone unless such uses exceed 3,000 square feet of gross floor area, in which case off-street parking shall be provided for the floor area in excess of 3,000 square feet, in accordance with all provisions of Article 25, or as modified by (3) below.
 2. Off-street parking for new residential uses of four or more units in the DMX zone shall be provided, in accordance with all provisions of Article 25, or as modified by (3) below.
 3. Off-street parking requirements for nonresidential and residential uses may be modified by the Planning Director based on a parking supply study prepared by a civil engineer or other certified professional which indicates an ample supply of on-street or other nearby public parking, or adequate nearby available private parking for shared nonresidential uses.
- (c) For live/work units of less than 2,500 square feet, one parking space is required for each unit. For live/work units greater than 2,500 square feet, required parking will be based on the applicable parking standard for the nonresidential use or the closest similar use as determined by the Planning Director or Zoning Administrator.
- (d) Off-street parking requirements for both nonresidential and residential uses may be satisfied by the leasing or purchasing of nearby parking spaces on adjacent parcels within 400 feet of the use.
- (e) Off-street parking spaces provided on the site must be located to the rear of the principal building or otherwise screened so as to not be visible from the public right-of-way or residential zoning districts.

Sec. 8-2.2506. Number of Parking Spaces Required.

- (a) **Number of parking spaces required.** Each land use shall provide the number of off-street parking spaces, as listed in Table 8-2.2506, except where a parking reduction has been granted in compliance with Section 8-2.2510. Accessible parking spaces shall be required in addition to required spaces as listed in Section 8-2.2507(a). The parking space requirements by land use, specified in Table 8-2.2506, shall be considered the maximum number of spaces that are to be provided for each use, unless a greater amount of parking for a specific use is required by the Planning Director.
- (b) **Land uses not identified.** The required number of parking spaces for a land use not identified in Table 8-2.2506 shall be determined by the Planning Director.

**Table 8-2.2506
Parking Requirements by Land Use**

Uses	Number of Spaces Required
Industry, Manufacturing & Processing, Wholesaling	
Industrial uses of all types (over 1,000 SF), including warehouses, manufacturing, and storage	<ul style="list-style-type: none"> ▪ 1 for each 2,000 SF of the first 40,000 SF of GFA; and ▪ 1 for each 4,000 SF of GFA for the portion over 40,000 SF
Retail and sales services accessory to the industrial use (over 1,000 SF)	<ul style="list-style-type: none"> ▪ 1 for each 250 SF of GFA
Storage: Mini storage facilities	<ul style="list-style-type: none"> ▪ 1 for each 250 SF of office area with 4 minimum
Recreation, Education & Public Assembly Uses	
Amusement enterprises	<ul style="list-style-type: none"> ▪ 1 for each 4 persons of the facility's allowed maximum attendance
Bowling alleys and billiard halls	<ul style="list-style-type: none"> ▪ 3 for each bowling lane; and ▪ 2 for each billiard table
Churches, synagogues, temples, mosques and other places of worship ⁽¹⁾ , mortuaries, and funeral homes	<ul style="list-style-type: none"> ▪ 1 for each 4 fixed seats ⁽¹⁾ in the main chapel or assembly room; and ▪ 1 for every 25 SF of seating area where there are no fixed seats ⁽¹⁾
Commercial recreation and similar uses (e.g., shooting ranges, race tracks, miniature golf course, pitch and putt courses, and zoos)	<ul style="list-style-type: none"> ▪ 1 for each 4 persons of the facility's allowed maximum attendance
Commercial swimming pools and swimming schools	<ul style="list-style-type: none"> ▪ 1 for each 500 SF of water surface area ▪ 10 minimum
Dance halls, skating rinks (ice or roller)	<ul style="list-style-type: none"> ▪ 1 for each 100 SF of dance floor or skating area; and ▪ 1 for each 3 fixed seats and 1 for each 20 SF of seating area where there are no fixed seats ⁽¹⁾
Golf courses and driving ranges, but not to include miniature golf courses	<ul style="list-style-type: none"> ▪ 4 for each hole on all golf courses; and ▪ 1 for each tee for driving ranges
Organizational camps	<ul style="list-style-type: none"> ▪ 1 bus parking space per 20 campers ▪ 1 for each resident staff; and ▪ 1 for each nonresident staff on the largest shift
Meeting facilities - Theaters, auditoriums, conference centers, stadiums, sport arenas, gymnasiums and similar places of public assembly	<ul style="list-style-type: none"> ▪ 1 for each 4 fixed seats ⁽¹⁾ or for every 25 SF of seating area within the main auditorium where there are no fixed seats ⁽¹⁾
Schools: general curriculum elementary and middle school	<ul style="list-style-type: none"> ▪ 1 for each staff member, faculty member, and employee (full-time, part-time, or volunteer)
Schools: general curriculum High school, colleges and universities, business and professional schools	<ul style="list-style-type: none"> ▪ 1 for each 4 students; and ▪ 1 for each staff member, faculty member and employee (full-time, part-time, or volunteer)
Schools: special schools or trade schools	<ul style="list-style-type: none"> ▪ 1 for each 3 students; and ▪ 1 for each staff member, faculty member, and employee (full-time, part-time, or volunteer)
Residential Uses	
One-family and two-family dwellings, ancillary dwelling units, second dwelling units	<ul style="list-style-type: none"> ▪ 1 for each dwelling unit containing not more than 2 bedrooms, and 2 parking spaces for each dwelling unit containing 3 or more bedrooms
Guest house, accessory structure conversion to habitable accessory housing structure	<ul style="list-style-type: none"> ▪ 1 space

**Table 8-2.2506
Parking Requirements by Land Use**

Uses	Number of Spaces Required
Multi-family dwelling	<ul style="list-style-type: none"> ▪ 1 for each dwelling unit containing not more than 1 bedroom or one and one-half (1 ½) for each dwelling unit containing 2 or more bedrooms, one shall be covered per dwelling unit
Caretaker/night watchman housing	<ul style="list-style-type: none"> ▪ 1 per unit
Clubs, conference centers, fraternity and sorority houses, rooming and boarding houses, and similar structures having guest rooms	<ul style="list-style-type: none"> ▪ 1 for each guest room
Residential care facility	<ul style="list-style-type: none"> ▪ 1 for each 3 persons cared for
Mobile home parks	<ul style="list-style-type: none"> ▪ 1 for each mobile home parcel ▪ 1 guest space for each 5 spaces, or fraction thereof
Motels, hotels	<ul style="list-style-type: none"> ▪ 1 for each unit/room; and ▪ 1 for each employee on duty
Retail Trade	
Automobile repair and service stations	<ul style="list-style-type: none"> ▪ 1 for each 400 SF, or fraction thereof, of GFA
Automobile sales, boat sales, mobile home sales, retail nurseries, and other open uses not in a structure	<ul style="list-style-type: none"> ▪ 1 for each 2,000 SF, or portion thereof, for open area devoted to display or sales for the first 10,000 SF; and ▪ 1 for each 5,000 SF, or portion thereof, over 10,000 SF
Retail stores (over 500 SF)	<ul style="list-style-type: none"> ▪ 1 for each 250 SF of GFA
Supermarkets and shopping centers (under 200,000 SF of GFA)	<ul style="list-style-type: none"> ▪ 1 for each 250 SF of GFA
Shopping centers (projects over 200,000 SF of floor area)	<ul style="list-style-type: none"> ▪ 1 for each 250 SF of GFA up to 100,000 SF; and ▪ 1 for each 300 SF of GFA above 100,000 SF
Restaurants, including drive-ins, cafes, night clubs, taverns, and other similar places where food or refreshment are dispensed	<p>The greater of the following:</p> <ul style="list-style-type: none"> ▪ 1 for each 100 SF of GFA; or ▪ 1 for each 3 fixed seats⁽¹⁾ and/or 1 for every 50 SF of floor area where seats may be placed
Wholesale commercial nurseries	<ul style="list-style-type: none"> ▪ 1 for each 500 SF of display area
Services General	
Beauty and nail salons (over 500 SF)	<ul style="list-style-type: none"> ▪ 2 for each station
Child care centers	<ul style="list-style-type: none"> ▪ 1 for each 5 children that the facility is designed to accommodate
Hospital	<ul style="list-style-type: none"> ▪ 1 for each 4 patient beds
Medical offices, clinics, veterinary hospital	<ul style="list-style-type: none"> ▪ 1 for each 250 SF of GFA
Offices, general, financial, business and professional uses (over 500 SF)	<ul style="list-style-type: none"> ▪ 1 for each 250 SF of GFA
Personal services (over 500 SF)	<ul style="list-style-type: none"> ▪ 1 for each 250 SF of GFA
Social care facilities including convalescent and nursing homes, senior living facilities, sanitariums, etc.	<ul style="list-style-type: none"> ▪ 1 for each 3 residents of the maximum licensed resident capacity
Agricultural Uses	
Farm Offices (over 500 SF)	<ul style="list-style-type: none"> ▪ 1 for each 250 SF of GFA

Table 8-2.2506 Parking Requirements by Land Use	
Uses	Number of Spaces Required
Agricultural Processing (over 1,000 SF)	<ul style="list-style-type: none"> ▪ 1 for each 2,000 SF of the first 40,000 SF of GFA; and ▪ 1 for each 4,000 SF of GFA for the portion over 40,000 SF
Agricultural Research facilities (office, laboratory, or similar use) (over 1,000 SF)	<ul style="list-style-type: none"> ▪ 1 for each 250 SF of GFA
Winery facilities (over 1,000 SF)	For Tasting Rooms: <ul style="list-style-type: none"> ▪ 1 for each 250 SF of GFA For Production Facilities: <ul style="list-style-type: none"> ▪ 1 for each 2,000 SF of the first 40,000 SF of GFA; and ▪ 1 for each 4,000 SF of GFA for the portion over 40,000 SF
Private and commercial horse stables	<ul style="list-style-type: none"> ▪ 1 for each 5 horse stalls (when boarding) ▪ Daily and event parking to be determined by Use Permit review process
Yolo Stores (over 500 SF)	<ul style="list-style-type: none"> ▪ 1 for each 250 SF of GFA
Other Uses	
Bed and breakfast	<ul style="list-style-type: none"> ▪ 1 for each guest room; and ▪ 1 for each employee on duty
Model home/sales office	<ul style="list-style-type: none"> ▪ 2 per office; and ▪ 2 for visitors
(1) Twenty-four (24") linear inches of bench or pew shall be considered a fixed seat.	
GFA: Gross floor area SF: Square feet	

Section 8-2.2507. Special Parking Space Requirements. In addition to the parking spaces required by Section 8-2.2506, a new use, expanded use, or change in use shall also provide, when applicable, the type and number of spaces required as follows:

- (a) **Accessible parking required.** For multi-family residential, commercial, industrial, institutional, and public uses, California law establishes the required number of accessible parking spaces. The requirements in effect at the time of adoption of this Article are reflected in Table 8-2.2507 (Required Number of Accessible Parking Spaces), and shall apply unless the California Building Code is amended to establish stricter requirements. In all respects, accessible parking spaces shall be designed, located and provided with identification signing as set forth in the California Building Code, as may be amended from time to time. One in every eight (8) accessible spaces, but not less than one (1), shall be van accessible.
- (b) **Bicycle parking.** Parking lots with twenty (20) or more spaces shall provide one (1) bicycle rack for each twenty (20) parking spaces required by this section. Bicycle racks shall be designed to provide a minimum of four (4) bicycle spaces in each rack, and so that a bicycle can be locked to the rack. Bicycle spaces shall be conveniently located and generally within proximity to the main entrance of a structure and shall not interfere with pedestrian access.
- (c) **Carpool parking.** For office, industrial, and institutional uses with twenty (20) or more parking spaces on the site, the following standards must be met:

1. Five (5) spaces or five percent (5%) of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 AM on weekdays.
 2. The spaces shall be located near the building entrance or elevator, but not closer than the spaces for accessible parking.
 3. Signs must be posted indicating these spaces are reserved for carpool use before 9:00 AM on weekdays.
- (d) **Company vehicles.** Commercial or industrial uses shall provide one (1) parking space for each company vehicle which is parked on the site during normal business hours. Such space may be located within a building.

Table 8-2.2507 Required Number of Accessible Parking Spaces	
Total Number of Parking Spaces in Lot or Garage	Minimum Required Number of Accessible Parking Spaces
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8
401-500	9
501-1,000	2% of total
1,001 and over	20 plus 1 for each 100, or fraction over 1,001

Section 8-2.2508. Loading Space Requirements.

- (a) **General requirements.** In any zone, in connection with every building or part thereof hereafter erected, having a gross floor area of 5,000 square feet or more, which building is to be occupied for manufacturing, storage, warehousing, goods display, or retail sales, or as a hotel, hospital, mortuary, laundry, dry cleaning establishment, or other use similarly requiring the receipt or distribution by vehicles of materials or merchandise, there shall be provided and maintained, on the same lot with such building at least one (1) off-street loading space, plus one (1) additional such loading space for each additional 20,000 square feet of gross floor area in the building.
- (b) **Location.** Loading spaces shall be situated to ensure that the loading facility is screened from adjacent streets and neighboring residential properties.

Section 8-2.2509. Determination of Fractional Spaces.

When units or measurements determining the number of required off-street parking and off-street loading spaces result in a requirement of a fractional space, any fraction up to one-half (1/2) shall be disregarded, and any fraction of one-half (1/2) or more shall require one (1) off-street parking or off-street loading space.

Section 8-2.2510. Adjustments to Parking Requirements.

- (a) **Shared peak-hour parking.** Where two or more adjacent uses have distinct and differing peak parking usage periods, (e.g. a theater and a bank), a reduction in the

required number of parking spaces may be approved by the Planning Director based on the findings and recommendations of a parking study prepared by a qualified parking or traffic consultant. The amount of reduction may be up to the number of spaces required for the least intensive of the uses sharing the parking. An agreement providing for the shared use of private parking, executed by the parties involved, shall be filed with the Planning Director.

- (b) **Shared on-site parking adjustment.** Where two or more nonresidential uses are on a single site, the number of parking spaces may be reduced through adjustment up to a maximum of twenty-five percent (25%); as long as the total of spaces is not less than required for the use requiring the largest number of spaces. An agreement providing for the shared use of private parking, executed by the parties involved, shall be filed with the Planning Director.
- (c) **Compact car spaces.** Lots with twenty (20) or more spaces may substitute compact car spaces for up to twenty-five percent (25%) of the total number of required spaces.
- (d) **Motorcycle parking.** Lots with twenty (20) or more spaces may replace regular spaces with motorcycle spaces. One (1) regular space may be replaced with a motorcycle space for each twenty (20) required spaces.
- (e) **Incentive for porous or permeable paving.** Where porous or permeable paving materials are used to satisfy parking lot paving requirements as set forth in Sec. 8-2.2513(b), a twenty percent (20%) reduction of the total number of required spaces may be granted by the Planning Director. The reduction may be used in combination with (a), (b), (c), and (d) above; however, the total reduction of parking spaces may be no greater than twenty-five percent (25%) of the total spaces.

Section 8-2.2511. Development Standards.

- (a) **Minimum parking space sizes and lot dimensions.** All off-street parking areas shall be designed and improved as follows:
 - 1. **Size of required parking spaces.** Each required parking space shall be at least nine feet in width and eighteen feet in length (9' x 18'), with adequate provisions for ingress and egress by a standard full size passenger vehicle. This standard shall apply to all uses, including single-family residential, except where noted in Subsections 2, 3, 4, and 5, below. Parking spaces in parking lots shall comply with the minimum dimension requirements in Table 8-2.2511 (Minimum Off-Street Parking Dimensions) and as illustrated in Figure 8-2.2511 (Off-Street Parking Dimensions).
 - 2. **Enclosed parking spaces.** Enclosed parking spaces (i.e. residential garages) shall be at least ten feet in width and twenty feet in length (10' x 20') for a single vehicle. The width shall increase by ten (10') feet for each additional vehicle.
 - 3. **Compact car spaces.** Compact car spaces shall be a minimum of eight feet in width and fourteen feet in length (8' x 14') and shall be identified with pavement markings designating it as a "compact space."
 - 4. **Motorcycle parking spaces.** Motorcycle spaces shall be a minimum size of four feet in width and eight feet in length (4' x 8').
 - 5. **Loading spaces.** Loading spaces shall be a minimum of ten feet in width, twenty-five feet in length, and fourteen feet of vertical clearance (10' x 25' x 14').

Table 8-2.2511

Minimum Off-Street Parking Dimensions

Angle of Parking (in degrees) (A)	Space Width (in feet) (B)	Space Length (per vehicle) (C)	Space Depth (from curb) (D)	Aisle Width (in feet) (E)
Parallel (0°)	9 ft	18 ft	9 ft	12 ft (one-way)
30°	9 ft	18 ft	15 ft	11 ft (one-way)
45°	9 ft	18 ft	17 ft	13 ft (one-way)
60°	9 ft	18 ft	18 ft	18 ft (one-way)
90°	9 ft	18 ft	18 ft	24 ft (one-way)

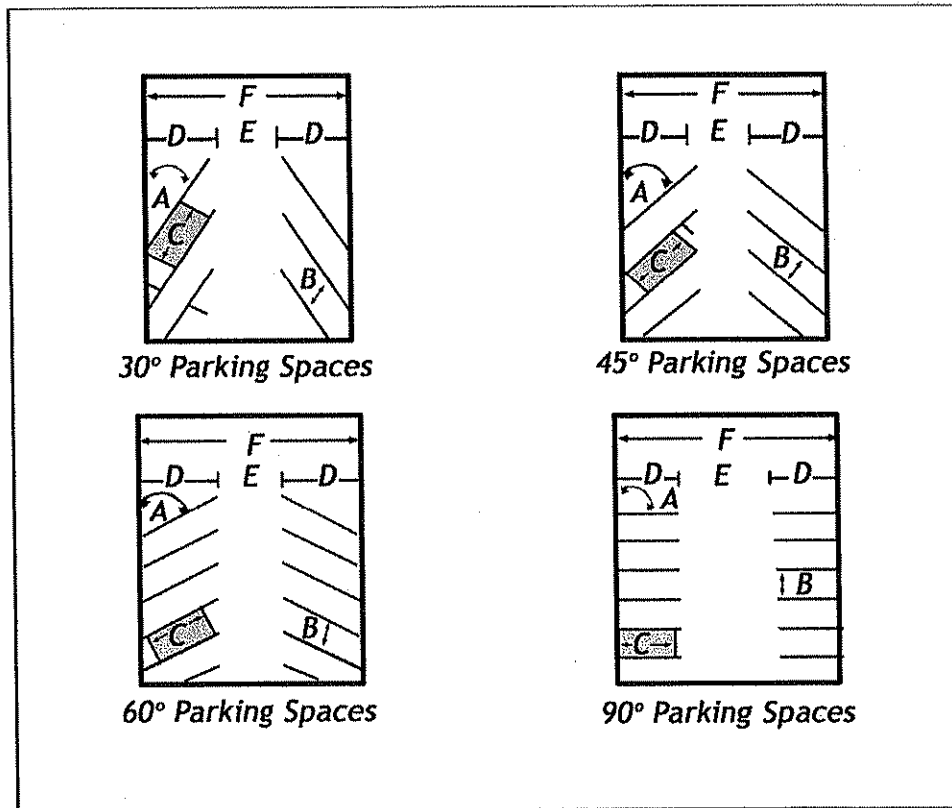


Figure 8-2.2511
Off-Street Parking Dimensions

(b) **Minimum aisle widths.** All nonresidential off-street parking lots shall be designed and improved as follows:

- Aisle width for parallel and angled parking.** Aisles within a parking lot shall be as listed in Table 8-2.2511.
- Fire access aisles.** The aisles adjacent to nonresidential structures shall be a minimum width of 26 feet to accommodate fire emergency vehicles and shall be located so that the vehicles can park within 150 feet of all sides of the structures. Aisles adjacent to structures that are greater than two stories in height shall be a minimum width of 30 feet.

3. **Truck aisles.** Access aisles for multiple-axle trucks in commercial and industrial projects shall be a minimum of 40 feet. Truck movement templates (i.e., turning radii elements including wheel paths, which define the needed width of pavement, and the front overhang, which is the zone beyond the pavement edge that must be clear of obstructions above curb height) shall be included on the site plan design to indicate turning conditions.

(c) Access to areas and spaces.

1. **Circulation within parking lot.** The parking lot shall be designed so that a car entering the parking lot shall not be required to enter a public street to move from one location to any other location within the parking lot or premises.
2. **Forward entry into right-of-way.** With the exception of parking spaces for dwelling units in residential zones, parking and maneuvering areas shall be arranged so that vehicles entering a vehicular right-of-way can do so traveling in a forward direction only.
3. **Driveway access.** Off-street parking facilities shall be designed to limit access to private property from streets and highways to a minimum number of standard driveways in compliance with the County of Yolo Improvement Standards on file in the Planning and Public Works Department.
4. **Directional signage.** Signs shall be painted on the pavement or permanently installed on poles indicating the location of "Entrance" and "Exit" areas.
5. **Pedestrian pathways.** Pedestrian pathways shall be defined by use of paint or distinctive paving colors, patterns, or textures that are different from vehicle drive aisles.

(d) Lighting. Parking lots shall provide on-site lighting necessary to protect the public safety.

1. Parking lots shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be energy-efficient and in scale with the height and use of the on-premises structure(s). All illumination, including security lighting, shall be directed downward, away from adjacent properties and public right-of-way.
2. The maximum height of any parking lot light shall not exceed the height requirements of the zoning district in which it is located.

(e) Striping and identification. Individual parking stalls shall be clearly striped and permanently maintained on pavement surface. Arrows shall be painted on pavement surface to indicate direction of traffic flows.

Section 8-2.2512. Landscaping and Screening.

(a) Landscaping. Landscaping shall be provided on all parking lots, excluding those in agricultural zones, unless as required by a discretionary approval.

1. **Landscape plan required.** A landscape and irrigation plan in conformance with state and local ordinance shall be submitted to the Planning Director for approval.
2. **Shading requirement.** Parking lots shall include tree plantings that will result in fifty percent (50%) shading of the parking lot surface area within ten (10) years of securing building permit.
3. **Landscaping materials.** Landscaping materials shall be provided throughout the parking lot area using a combination of trees, shrubs, and vegetative ground cover. Water conservation and use of native landscape plant materials shall be emphasized.

4. **Location of landscaping.** Parking lot landscaping shall be located so that pedestrians are not required to cross through landscaped areas to reach building entrances from parked cars.
5. **Curbing.** Areas containing plant materials shall be bordered by a concrete curb or other barrier design as approved by the Planning Director.

(b) Screening.

1. **Adjacent to residential uses.** Parking lots that abut a residential use or zone shall be separated from the property line by a landscaping strip. The landscaping strip shall have a minimum width of five feet. A minimum six foot (6') high solid fence shall be installed on the residential side of the landscaping strip, except that the fence shall be a minimum of three feet (3') high where located adjacent to a required front yard setback on an adjoining lot.
2. **Adjacent to streets.** Parking lots adjoining a public street shall be designed to provide a landscaped planting strip or landscape berm between the edge of the street right-of-way and parking lot. The landscaped planting strip or berm shall not encroach on the street right-of-way. (Refer to the County of Yolo Improvement Standards, on file in the Planning and Public Works Department, for visibility requirements at intersections and driveways)
3. **Modification of screening requirements.** The Planning Director may modify any or all of such screening requirements when, due to special conditions of the size or shape of the lot, differences in elevations between lots, intervening features, such as waterways and other man-made geographical features, or the distance of the parking lot from the adjoining lot, the modification meets the overall objectives of this Section.

Section 8-2.2513. Paving.

- (a) **Agricultural zones.** Required parking spaces, loading areas, and roads required in agricultural zones shall be all-weather and usable for the purpose for which they are provided, but are not required to be paved, unless as required as part of a discretionary approval, or when stricter fire access requirements prevail. In conformance with Section 8-2.2507(a), accessible parking shall be required for applicable uses. The required parking spaces shall be clearly marked and maintained, as described in Section 8-2.2504(f), when the land use is in operation. Connections of the access driveway(s) to the public road, and parking lot surface design shall be per County of Yolo Improvement Standards on file in the Planning and Public Works Department.
- (b) **In all other zones.** Except as otherwise provided in this section, all off-street parking and loading areas shall be paved, graded, and drained so as to dispose of all surface water accumulated within the area. The use of swales and pervious surfaces to capture storm water runoff for maximum groundwater recharge are encouraged. Surfacing materials required to satisfy the paving regulations must be durable and dustless and must be maintained to provide for orderly and safe loading, unloading, parking, and storage of vehicles and equipment. Porous or permeable materials, such as pervious asphalt or pavers and plantable pavers are encouraged. An adjustment to parking requirements may be granted for using permeable or pervious paving, as set forth in Section 8-2.2510(e). Connections of the access driveway(s) to the public road, and parking lot surface design shall be per County of Yolo Improvement Standards on file in the Planning and Public Works Department.

Section 8-2.2514. Recreational and Commercial Vehicle Parking in Residential Zones.

- (a) **Scope.** This section specifies the requirements for the parking of recreational vehicles and commercial vehicles, and the provision of parking spaces for such vehicles, on

residential properties located in any residential ("R") zone within the unincorporated county.

(b) Definitions. For the purposes of this section, certain words and phrases used in this section are defined as follows:

1. "Recreational vehicle" shall mean and include the following:
 - i. All operable towed vehicles and self-propelled vehicles, including trailers as defined in Section 8-2.299.16 of Article 2 of this chapter, tent trailers, tractor trailers, fifth-wheel trailers, trailers for towing recreational vehicles and equipment, boats, aircraft, self-propelled motor homes, all-terrain vehicles, dune buggies, racing vehicles, and any other self-propelled or towed vehicle over 10,000 pounds gross vehicle weight but not used by the residents of the site on which the vehicle is parked for a commercial purpose; and
 - ii. Campers and camper shells which are detached from a vehicle.
2. "Passenger vehicle" shall mean and include:
 - i. All automobiles; and
 - ii. All passenger vehicles and pickup trucks of 10,000 pounds gross vehicle weight or less and which have no more than two (2) axles.
3. "Commercial vehicle" shall mean and include:
 - i. Any self-propelled vehicle over 10,000 pounds gross vehicle weight, and/or having more than two (2) axles, and which is used by the owner thereof for commercial purposes;
 - ii. Any towed vehicle used by the owner thereof for commercial purposes; and
 - iii. All other self-propelled equipment, including tractors, which are used by the owners thereof for commercial purposes and which are stored outdoors, excluding passenger vehicles.

(c) Prohibitions.

1. No recreational vehicle, as defined in this section, shall be parked within any required front, side, or rear yard adjacent to a public street.
2. No recreational vehicle, as defined in this section, shall be utilized or occupied as a residential dwelling, either temporarily or permanently, unless an application is approved by the Planning Director for a temporary dwelling during the construction of a home.
3. No commercial vehicle, as defined in this section, shall be parked in any area within any residential zone, except for the immediate loading or unloading of goods or people.

(d) Designated recreational vehicle parking areas in residential zones.

1. The parking of recreational vehicles on any parcel in a residential zone shall be allowed only as follows:
 - i. Recreational vehicles may be parked in any area other than a required front, side, or rear yard adjacent to a public street if the area is paved in accordance with Section 8-2.2513 of this Article and fenced in accordance with Section 8-2.2403 of Article 24 of this chapter.
 - ii. Recreational vehicles may be parked within a garage so long as the parking space requirements for the applicable residential use, as set forth in Table 8-2.2506, can still be met.
 - iii. The Zoning Administrator is authorized to issue a permit allowing a recreational vehicle to be parked in a required front, side, or rear yard adjacent to a public street in accordance with Section 8-2.3210 of Article 32 of this chapter.

(e) Violations: Penalties. Any violation of this section shall constitute an infraction, punishable as provided by Section 25132 of the Government Code of the State. Four (4) or more violations by any person during the preceding twelve (12) months shall constitute a misdemeanor.

Draft Off-Street Parking and Loading Amendments to Chapter 2 of Title 8 of the Yolo County Code

Deleted sections and text are shown in ~~strikethrough~~. New or added sections and text is shown in underline.

CHAPTER 2

Article 2. Definitions

Sec. 8-2.258. Loading space.

"Loading space" shall mean an area of not less than ten (10') feet in width and twenty-five (25') feet in length, exclusive of access drives or aisles, of usable condition, and with at least a fourteen (14') foot height clearance off-street area of not less than 250 square feet, which area is a minimum of fourteen (14') feet in height and is suitable and usable for the temporary parking of commercial vehicles while loading or unloading merchandise or materials, which area abuts upon a street or alley or has other appropriate means of access to and from public roads, and which area is on the same lot as the building which the area serves or on a lot contiguous to a building or group of buildings which the site serves. (~~§ 3.057, Ord. 488~~)

Sec. 8-2.284. Parking space.

"Parking space" shall mean an area of not less than nine (9') feet in width and eighteen (18') feet in length, exclusive of access drives or aisles, of usable condition, and with at least eight foot two inch (8' 2") vertical clearance off-street area, for the parking of a motor vehicles, of not less than eight (8') feet in width and eighteen (18') feet in length with at least seven (7') feet of vertical clearance, either within a structure or in the open, excluding driveways or access drives, but which abuts upon a street or alley or has other appropriate means of access thereto. (~~§ 3.083, Ord. 488~~)

Article 24. General Provisions

Sec. 8-2.2404. Mobile homes and mobile home parks.

(a) *Application of State and County laws.* In addition to any other requirements set forth in this chapter, the use of mobile homes and the operation of mobile home parks shall be governed by the sanitary regulations and building regulations prescribed by the State and/or County, together with all amendments thereto subsequently adopted and as may otherwise be required by law.

(b) *Mobile homes on individual lots.* Mobile homes may be located on individual lots and temporarily or permanently used as substitutes for residences or business offices under the following circumstances only:

(1) *Offices for mobile sales yards.* In the zones wherein the sale of new or used mobile homes is a permitted or conditional use, one mobile home, when used in conjunction with the sales thereof, may be located on the same site and used on such site. Such use shall be considered accessory to the principal use of the site.

(2) *Temporary offices.* A mobile home or commercial coach may be used as a temporary dwelling or office in any zone, pending the construction of the permanent dwelling or office, after obtaining a building permit for the construction of the permanent dwelling or

office. The mobile home or commercial coach shall not be located on the same site for more than six (6) months, except as otherwise provided in this subsection. Such six (6) months' period shall commence on the issuance of the building permit and shall automatically and immediately terminate should the building permit become void. The Chief Building Inspector is hereby authorized to issue such permits and to renew the same for one additional six (6) months' period provided he determines that substantial progress has been made in the construction and that it is reasonable and probable that the structure will be completed within one additional six (6) months' period. Such mobile home or commercial coach shall not be installed on a foundation.

(3) *Rules governing mobile homes in agricultural zones.* Mobile homes may be located in agricultural zones, as referred to in subsection (3) of the subsection, shall comply with the following rules:

(i) The mobile home shall have a floor area of sufficient size to be compatible with existing dwellings in the area.

(ii) Approved mobile home skirting shall be applied around the base of the mobile home so as to obscure the area beneath the unit. Wood skirting located nearer than six (6") inches to the earth shall be treated wood or wood of natural resistance to decay and termites as defined in the most current edition of the Uniform Building Code, or any amendment thereto. Metal skirting shall be galvanized or treated metal or metal resistant to corrosion.

(iii) The mobile home, its installation and facilities, any permanent buildings, and any mobile home accessory buildings and structures shall be governed by the standards adopted by the Department of Housing and Community Development of the State, and said provisions shall govern the maintenance, use, and occupancy of such mobile homes.

(4) *Temporary offices and living quarters in other than residential zones.* Mobile homes may be used as temporary quarters for their employees in other than residential zones, subject to the approval or conditional approval of the Planning Director.

(5) *Shelters for watchmen.* Trailers or commercial coaches may be used by watchmen employed for the protection of the principal permitted use when located in industrial zones, on, or adjacent to, the parcel occupied for the principal permitted use, which has no permanent structure, subject to the approval of the Planning Commission.

(c) *Mobile home parks.* Mobile home parks, in the zones where permitted, shall meet the following requirements, in addition to any conditions which may be imposed by the use permit:

(1) *Minimum park area.* The minimum park area shall be five (5) acres. (Also see subsection (10) of this subsection.)

(2) *Minimum number of sites.* The minimum number of sites shall be fifty (50). (Also see subsection (10) of this subsection.)

(3) *Recreation space.* No recreation space shall be required.

(4) *Yard requirements.* There shall be a twenty (20') foot front yard, twenty (20') foot rear yard, six (6') foot interior side yard, and a fifteen (15') foot side yard adjacent to the street side of a corner lot. Such required yards shall be kept free of trailer parking pads and all structures, except fences developed in accordance with the provisions of Section 8-2.2403 of this article. Such yards shall be suitably landscaped or fenced to provide effective screening of the park.

(5) *Roads.* All circulation roads within a mobile home park shall be at least twenty-five (25') feet wide from curb to curb. Ten (10') feet additional width shall be provided if parking is to be permitted on one side of such roads, and twenty (20') feet additional width shall be provided if parking is to be provided on both sides of such roads.

(6) *Automobile parking.* There shall be an equivalent of ~~two (2)~~ one (1) parking spaces per mobile home site. The remaining required automobile parking areas, as defined in

Section 8-2.2510, shall be conveniently located in relation to office, recreation, and service areas.

(7) *Paving*. All areas in trailer parks used for access, parking, or circulation shall be permanently paved.

(8) *Access*. Each mobile home park shall be so designed that access to public roads is provided to the satisfaction of the Department of Public Works and the fire district of jurisdiction.

(9) *Improvement of existing mobile home parks*. Upon the receipt of an application for the enlargement or extension of a mobile home park in existence on November 18, 1963, the Planning Commission may modify the requirements of this subsection provided to do so will result in an overall improvement in the design or standards of the existing park.

(10) *Development of mobile home parks in outlying small communities*. The Planning Commission may modify the provisions of subsections (1) and (2) of this subsection to develop mobile home parks with a minimum park area of one and one-half (1½) acres provided all the other standards set forth in this subsection are complied with and provided, further, that such modification may be permitted only when such park is located in or near an outlying small community.

(§ 25.04, Ord. 488, as amended by §2, Ord. 488.5, § 1, Ord. 488.111, eff. April 22, 1970, § 7, Ord. 488.122, eff. October 13, 1971, § 1, Ord. 488.145, eff. February 28, 1973, § 9, Ord. 488.168, eff. February 11, 1976, § 5, Ord. 68 1.66, eff. January 8, 1981, § 5, Ord. 681.84, eff. November 26, 1981, § 1, Ord. 488.190, eff. February 16, 1986, Ord. 1145, eff. July 23, 1992, and §8, Ord. 1244, eff. February 3, 2000)

Sec. 8-2.2410. Outdoor storage in residential zones.

(a) *Outdoor storage prohibited*. No outdoor storage, as defined in this section, shall be conducted on any parcel within the Residential Suburban (R-S), Residential One-Family (R-1), Residential One-Family or Duplex (R-2), Multiple-Family Residential (R-3), or Apartment-Professional (R4) Zone, except as otherwise authorized by this section.

(b) *Outdoor storage defined*. For the purposes of this section, "outdoor storage" shall mean the physical presence of any personal property not fully enclosed within a structure. "Outdoor storage" shall mean and include, but not be limited to, the following:

- (1) Inoperable motor vehicles and farm, commercial, and industrial equipment of all types;
- (2) Inoperable or unlicensed recreational vehicles;
- (3) Junk, imported waste, and discarded or salvaged materials;
- (4) Dismantled vehicles and vehicle parts, including commercial and industrial farm machinery, or parts thereof, tires, and batteries;
- (5) Scrap metal, including salvaged structural steel;
- (6) Salvaged lumber and building materials;
- (7) Salvaged commercial or industrial trade fixtures;
- (8) Operable or inoperable industrial or commercial equipment or tools, except commercial vehicles as defined in Section ~~8-2.2503.5~~ 8-2.2514 of Article 25 of this chapter;
- (9) New building materials and supplies for any project for which no building permit has been issued;
- (10) New or used furniture and/or appliances;
- (11) Bottles, cans, and paper;
- (12) Boxes, cable spools, and packing crates; and

(13) All other miscellaneous personal property not excluded by subsection (c) of this section.

(c) *Exclusions.* Outdoor storage as defined by subsection (b) of this section shall exclude the following:

- (1) The parking of operable motor vehicles, including passenger vehicles, commercial vehicles, and recreational vehicles; and
- (2) The storage of residential building materials and supplies which are needed to construct a project on the parcel for which a building permit has been issued.

(d) *Regulations regarding outdoor storage.*

- (1) The maximum area on any parcel within which outdoor storage shall be allowed shall not exceed 200 square feet in area.
- (2) Such storage areas shall be screened from view by the public and adjoining residents by a fence which meets the height regulations of Section 8-2.2403 of this article and which in fact screens the view of the storage area.
- (3) The materials stored within the storage area shall not exceed the height of the fence.
- (4) Such storage areas shall not be located in a required front yard setback.

(e) *Violations: Penalties.* Any violation of this section shall constitute an infraction, punishable as provided by Section 25132 of the Government Code of the State. Four (4) or more violations by any person during the preceding twelve (12) months shall constitute a misdemeanor. (§ 10, Ord. 488.171, eff. August 23, 1984)

Article 32. Zoning Administrator

Sec. 8-2.3204. Off-street parking.

(a) *Modifications authorized.* The Zoning Administrator may approve modifications of the off-street parking requirements set forth in Article 25 of this chapter and may be used in combination with adjustments to parking requirements as set forth in Sec. 8-2.2510; provided, however, the total variance shall not reduce the off-street parking to less than seventy-five (75%) percent of that otherwise required off-street parking.

(b) *Findings.* Such modifications shall be authorized only if it is found that the off-street parking, as modified, provides, either on the same site or on some reasonably and conveniently located site, adequate parking, loading, turning, and maneuvering space to accommodate substantially such needs as are generated by the use and will not result in a safety hazard to the users of the site or surrounding areas. (§ 1, Ord. 888, eff. September 11, 1980, as amended by § 14, Ord. 488.188, eff. January 2, 1986)

Sec. 8-2.3210. Recreational vehicle parking permits.

(a) *Recreational vehicle parking: Permits authorized.* The Zoning Administrator may issue a permit to allow a designated recreational vehicle parking area within a required yard adjacent to a street on any parcel ~~which was of record prior to August 23, 1984,~~ if the findings required by this section are made.

(b) *Applications: Contents.* The application for such permit shall include the following:

- (1) A plot plan showing the area proposed for the recreational vehicle parking area, including the proposed paving and fencing, and showing the existing structures and sidewalks;
- (2) The Assessor's parcel number and the street address for the subject parcel and all parcels within 300 feet of the subject parcel and which front on the same street as the proposed parcel;

- (3) The names of all property owners and tenants required by subsection (2) of this subsection;
- (4) The current State registration for the recreational vehicle which would be parked in the designated area;
- (5) The required fees; and
- (6) The applicant may, but shall not be required to, submit consents to the issuance of the permit and waivers of further notice from all property owners and tenants who receive notice of the application.

(c) *Applications: Notices: Hearings.* Upon receiving an application for a recreational vehicle parking permit, the Zoning Administrator shall provide notice to all property owners within 300 feet of the property proposed for the issuance of the permit, addressed as shown on the latest equalized assessment roll. The Zoning Administrator shall conduct a public hearing on the application.

(d) *Permits: Issuance: Required findings.*

The Zoning Administrator may issue a permit allowing a designated recreational vehicle parking area only if all the following findings are made:

- (1) That the application is complete;
- ~~(2) That the parcel was of record on August 23, 1984;~~
- ~~(3)~~ (2) That no more than ten (10%) percent of the property owners and/or tenants of properties within 300 feet and fronting the same street as the subject property have objected to the issuance of the permit;
- ~~(4)~~ (3) That the area proposed for the recreational vehicle parking space does not exceed ten (10') feet by thirty-five (35') feet in size, will be paved, and has direct public access to a public street;
- ~~(5)~~ (4) That the use of the area as proposed will not obscure the field of view from the public road;
- ~~(6)~~ (5) That the area proposed is no closer than five (5') feet from the sidewalk or, if no sidewalk exists, no closer than ten (10') feet from the curb or the edge of the pavement;
- ~~(7)~~ (6) That no part of the area proposed encroaches upon a public right-of-way or utility easement; and
- ~~(8)~~ (7) That the recreational vehicle to be parked on the proposed parking area currently is registered with the Department of Motor Vehicles of the State.

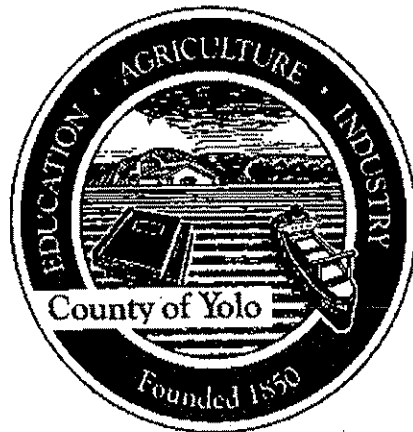
(e) *Permits: Conditions.* The Zoning Administrator may impose conditions on the issuance of any such permit necessary to enable the findings to be made to grant such permit, or to conform the permit to the requirements of this section, or to mitigate the grounds for objections received during the public hearing on the permit.

(f) *Permits: Revocation.* A designated recreational vehicle permit shall be subject to revocation if:

- (1) The recreational vehicle is not currently registered with the Department of Motor Vehicles of the State to operate on public roads within the State;
- (2) The parking of the recreational vehicle violates any condition imposed on the permit; or
- (3) The recreational vehicle is being used as a residential dwelling unit.

(g) *Revocation: Procedure.* The Zoning Administrator may revoke such permit, subject to appeal to the Commission and the Board of Supervisors. The permit shall be revoked if the Zoning Administrator finds that the grounds for revocation set forth in subsection (f) of this section exist or that any condition of the permit or requirement of this section has been violated. The decision of the Zoning Administrator shall be subject to appeal as provided in Section 8-2.3232 of this article.

(§ 8, Ord. 488.171, eff. August 23, 1984, as renumbered by § 12, Ord. 488.188, eff. January 2, 1986, as amended by §13, said Ord. 488.188)



YOLO COUNTY PLANNING & PUBLIC WORKS DEPARTMENT

**INITIAL STUDY/ NEGATIVE DECLARATION
ZONE FILE # 2008-056**

**Update of Title 8, Chapter 2, Article 25 of the Yolo County Code
(Off-Street Parking and Loading Ordinance)**

June 25, 2009

Negative Declaration / Initial Environmental Study

1. **Project Title:** Zone File No. 2008-056
2. **Lead Agency Name and Address:**
Yolo County Planning and Public Works Department
292 West Beamer Street
Woodland, CA 95695
3. **Contact Person and Phone Number:** Jeff Anderson, Assistant Planner
(530) 666-8036; jeff.anderson@yolocounty.org
4. **Project Location:** Applies to all parcels within unincorporated Yolo County
5. **Project Sponsor's Name and Address:**
Yolo County Planning and Public Works Department
292 West Beamer Street
Woodland, CA 95695
6. **General Plan Designation(s):** All designations in unincorporated Yolo County
7. **Zoning:** All zones in unincorporated Yolo County
8. **Description of the Project:** The existing Off-Street Parking and Loading Ordinance (Yolo County Code Title 8, Chapter 2, Article 25) is outdated and does not provide planners with the proper tools to adequately enforce parking regulations; nor does it provide planners or the general public with a thorough list of parking space requirements for various land uses in the unincorporated county. In addition, the existing ordinance often requires excessive parking space requirements for retail and many other industrial and commercial uses.

The intent of the ordinance update is to modify and establish criteria to protect and enhance land uses in the various zones of the unincorporated county, and to maintain the availability of public roads and sidewalks for the safe movement of vehicles and pedestrians. Key changes in the Off-Street Parking and Loading Ordinance include the following:

Required parking spaces: A user-friendly table is included to show the required number of parking spaces for each land use. The uses are divided into seven categories: Industry, Manufacturing & Processing, Wholesaling; Recreation, Education & Public Assembly; Residential; Retail Trade; Services General; Agricultural; and Other Uses. The required parking spaces are expressed as a maximum number.

Special parking space requirements: In addition to the parking spaces required for each use, the updated ordinance requires accessible parking, bicycle parking (for parking lots over twenty spaces), and company vehicle parking. Accessible parking requirements are regulated by the California Building Code and enforced by the Yolo County Building Division. By including this information in the Off-Street Parking and Loading Ordinance, applicants will have a better understanding of the accessible parking requirements.

Downtown Mixed Use (DMX) zones: The ordinance includes standards for off-street parking within DMX zones. Currently, the Esparto DMX Ordinance is pending before the Board of Supervisors. The pending Esparto DMX Ordinance includes general provisions for reducing and/or waiving off-street parking requirements, and allows leased nearby parking, in order to encourage redevelopment. Section 8-2.2505 of the Off-Street Parking and Loading Ordinance has been written to generally apply to a DMX zone that is approved in Esparto, or any other downtown urban areas within the unincorporated county.

Adjustments to parking requirements: The ordinance allows adjustments for incorporating shared peak-hour parking, shared on-site parking, compact, and motorcycle parking spaces. In addition, the updated ordinance proposes a reduction in overall parking as an incentive for using permeable or porous paving for parking lots. The ordinance also proposes that the first 500 or 1,000 square feet are exempted for various retail and industrial uses. The proposed adjustments to parking requirements will decrease the amount of excessive parking spaces and paving required in the unincorporated county.

Parking lot development standards: Standard sizes for traditional parking spaces, enclosed parking spaces, and mobile home and tractor trailer parking spaces are defined in the updated ordinance. In addition, parking lot aisle width, directional signage, and lighting requirements are also defined.

Landscaping and screening requirements: A landscape plan is required for parking lots containing four or more spaces.

Paving materials: The section specifying paving materials for off-street parking has been amended to include permeable or porous paving as the recommended method. Traditional paving methods would still be accepted; however, a reduction in parking spaces would be granted for using permeable or porous paving.

9. **Surrounding Land Uses and Setting:** Not applicable (applies to many of the unincorporated properties in Yolo County).
10. **Other public agencies whose approval is required:** None
11. **Other Project Assumptions:** The Initial Study assumes compliance with all applicable State, Federal, and local codes and regulations including, but not limited to, County of Yolo Improvement Standards, the California Building Code, the State Health and Safety Code, and the State Public Resources Code.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is still "Potentially Significant Impact" (after any proposed mitigation measures have been adopted) as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On behalf of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to the earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


 Planner's Signature

6-25-09
 Date

JEFF ANDERSON
 Planner's Printed name

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the project as described herein may have a significant effect upon the environment.

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
5. A determination that a "Less Than Significant Impact" would occur is appropriate when the project could create some identifiable impact, but the impact would be less than the threshold set by a performance standard or adopted policy. The initial study should describe the impact and state why it is found to be "less than significant."
6. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration, pursuant to Section 15063 (c)(3)(D) of the California Government Code. Earlier analyses are discussed in Section XVII at the end of the checklist.
7. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
8. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

I. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

(a)-(c) *No Impact.* The 1983 County General Plan and the 2030 Draft Countywide General Plan designate local scenic roadways within the unincorporated county. The 2030 Draft Countywide General Plan would require outdoor parking lots along highways, freeways, roads, and trails to be adequately screened. In addition, any future development projects that are subject to the proposed parking ordinance amendments will be analyzed for their compatibility with scenic vistas and scenic resources. The project does not involve any direct physical changes to the environment. As such, the proposed ordinance would result in no adverse impact to scenic vistas or resources.

(d) *Less Than Significant Impact.* Although the project is not a physical development proposal, the proposed updates to the Off-Street Parking and Loading Ordinance would require parking lots with ten or more spaces to provide on-site lighting necessary to protect public safety. The illumination of the parking area shall be so designed and located that light sources are pointed toward the ground and shielded from adjoining properties, and shall not cause a glare hazardous to pedestrians or auto drivers. Light fixtures would be required to be fully shielded, photocell type illumination.

II. AGRICULTURAL RESOURCES:

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which due to their location or nature, could result in conversion of farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

(a)-(c) *No Impact.* The proposed amendments to the Off-Street Parking and Loading Ordinance will not convert prime farmland, unique farmland, or farmland of statewide importance, nor will they conflict with existing zoning for agricultural use or a Williamson Act contract. In addition, the updates to the ordinance will not involve other changes in the existing environment that could result in conversion of farmland to non-agricultural use. The current and proposed parking regulations generally apply to land already designated and zoned for commercial, industrial, or residential use. Careful consideration has been given to minimizing and/or not requiring paved parking for agricultural uses. Residential uses on agricultural properties are required to provide a maximum of two parking spaces, but this requirement can usually be met by including them in a garage or on another portion of the building footprint. Residential uses are allowed by right on agriculturally zoned parcels. The project does not involve any direct physical changes to the environment. As such, the proposed ordinance would result in no adverse impact to agricultural resources.

III. AIR QUALITY:

Where applicable, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

The Yolo Solano Air Quality Management District (YSAQMD) has published a set of recommendations that provide specific guidance on evaluating projects under CEQA relative to the above general criteria (YSAQMD, 2007). The Guidelines identify quantitative and qualitative long-term significance thresholds for use in evaluating the significance of criteria air pollutant emissions from project-related mobile and area sources. These thresholds include:

Reactive Organic Gases (ROG)	10 tons/year or 54ppd
Oxides of Nitrogen (NOx)	10 tons/year or 54ppd
Particulate Matter (PM ₁₀)	80 ppd
Carbon Monoxide (CO)	Violation of a state ambient air quality standard for CO

Development projects are considered cumulatively significant if:

1. The project requires a change in the existing land use designation (i.e., general plan amendment, rezone); and

2. Projected emissions (ROG, NOx, or PM₁₀) of the project are greater than the emissions anticipated for the site if developed under the existing land use designation.

(a)-(e) *No Impact*. Since the project is not a proposal for physical development, there would be no impacts to air quality as a result of the amendments to the Off-Street Parking and Loading Ordinance. The current Off-Street Parking and Loading Ordinance requires parking for a variety of land uses. The proposed update clearly defines when parking is needed and how many spaces are required (expressed as a maximum number), and it provides several provisions for reducing the amount of overall parking, thereby reducing excess paving and unused parking spaces. The proposed amendments to the Zoning Ordinance would not substantially conflict with or obstruct implementation of the Yolo Solano Air Quality Management District Air Quality Attainment Plan (2007), the Sacramento Area Regional Ozone Attainment Plan (1994), or the goals and objectives of the County General Plan. Thus, adoption of the recommended amendment would not result in air quality impacts or conflict with or obstruct any AQMD plans. In addition, all future development projects that will be subject to the proposed amendments will be analyzed to ensure compatibility with the threshold standards above.

IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 4040 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native residents or migratory wildlife corridors or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

(a)-(f) *No Impact*. The proposed amendments to the Off-Street Parking and Loading Ordinance are not associated with a specific development proposal and therefore would not alter the physical environment or generate impacts to biological resources. The proposed amendments would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community

Conservation Plan, or other approved local, regional, or state habitat conservation plan including the Draft Yolo County Habitat Conservation Plan/Natural Community Conservation Plan. For all discretionary projects that result in the potential or definite removal of Swainson's hawk habitat, the developer shall mitigate for the loss of Swainson's hawk habitat through participation in the Yolo County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP).

V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

(a)-(d) *No Impact.* The amendments to the Off-Street Parking and Loading Ordinance would continue to allow the construction of parking lots for associated uses in the unincorporated county. No impacts on archaeological, or paleontological resources, or on human remains, would be anticipated. Standard county conditions attached to all Site Plan Review and Use Permit approval require construction to be halted, and appropriate authorities notified, if any resources or remains are discovered during excavation.

VI. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known Fault? Refer to Division of Mines and Geology Special Publication 42.				
ii) Strong seismic ground shaking?				
iii) Seismic-related ground failure, including liquefaction?				
iv) Landslides?				
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?

Discussion of Impacts

(a)-(e) *No Impact.* The amendments to the Off-Street Parking and Loading Ordinance would not be expected to result in any new impacts related to geology, erosion, or soils. Existing requirements for erosion control, stability of the building site and building code compliance would remain in effect. Detailed grading plans and related permits for parking lots are required by the Building Division and Public Works Division, and are reviewed by various county agencies. In addition, any covered parking will be subject to inspection and review by the appropriate county agencies.

VII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working within the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

(a)-(h) *No Impact.* The proposed amendments to the Off-Street Parking and Loading Ordinance are not associated with a specific development proposal and therefore do not directly or indirectly result in any future construction, nor will they alter the physical environment or expose new or existing land uses to potential hazards or hazardous materials. The proposed amendments allow for pervious parking surfaces to be used as a replacement for traditional surfaces, such as concrete or asphalt. Each individual project that utilizes pervious pavement, especially those located in commercial or industrial zones where hazardous materials are used, will be required to demonstrate that hazardous materials will not seep into the groundwater table. The Environmental Health Department conducts a thorough review of all projects that use harmful or hazardous materials.

The proposed amendments are countywide and may apply to land uses located within the influence of a comprehensive land use plan (CLUP) for the Yolo-County Airport, the Borges-Clarksburg Airport, the Watts-Woodland Airport, and University Airport; however, the amendments will not result in or otherwise affect any safety hazards under this resource category. The proposed and amended standards are consistent with existing permitted and conditionally permitted land uses and would not generate added exposure of people to hazards or hazardous materials not previously anticipated with existing allowed land uses. The amendments to the Off-Street Parking and Loading Ordinance will provide new and greater parking standards for land uses that already exist. The proposed amendments will not increase land use safety hazards or risks to people residing or working on the ground or to the occupants of aircraft, nor will they affect any other general aviation concerns.

The proposed amendments do not involve changes to standards or permissible land uses or processes that would interfere with emergency plans or expose people or structures to significant risk. Future development projects that will be subject to the proposed amendments, including construction of parking lots or parking garages, will be analyzed for compliance with planning and building regulations, and with CEQA when appropriate.

VIII. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Significantly deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

INITIAL STUDY CHECKLIST/NEGATIVE DECLARATION

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

(a)-(j) *No Impact.* The amendments to the Off-Street Parking and Loading Ordinance are not associated with a specific development proposal and therefore will not directly or indirectly result in any future construction or alter the physical environment or affect the hydrological environment for existing or future land uses. The proposed amendments do not involve changes to standards or permissible land uses or processes that would increase exposure of people or structures to significant flooding risk. Future development projects that will be subject to the proposed amendments will be analyzed on a site specific basis during the building and grading permit process. Projects requiring discretionary approval will undergo CEQA review to ensure compatibility with the hydrological environment.

IX. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

(a) *No Impact.* The amendments to the Off-Street Parking and Loading Ordinance would not physically divide any established community.

(b) *No Impact.* The amendments to the Off-Street Parking and Loading Ordinance would add parking regulations in the unincorporated county. The ordinance would add clarity and certainty to the Zoning Ordinance.

(c) *No Impact.* The County does not have an adopted HCP or NCCP, although a draft plan is now being prepared by the Yolo Natural Heritage Program.

X. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

(a)-(b) *No Impact.* The amendments to the Off-Street Parking and Loading Ordinance are not associated with a specific development proposal and therefore do not directly or indirectly result in any future construction and will not affect areas designated as significant aggregate deposits, as classified by the State Department of Mines and Geology.

XI. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

(a)-(d) *No Impact.* The proposed amendments to the Off-Street Parking and Loading Ordinance are not associated with a specific development proposal and therefore do not directly or indirectly result in any future construction and will not alter the physical environment or generate noise impacts. The amendments will not expose persons to or generate excessive noise levels.

(e)-(f) *No Impact.* The proposed amendments are countywide and may apply to land uses located within the influence of a comprehensive land use plan (CLUP) for the Yolo-County Airport, the Borges-Clarksburg Airport, the Watts-Woodland Airport, and University Airport; however, the amendments will not expose people residing or working in the project area to excessive noise levels.

XII. POPULATION

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through the extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

(a)-(c) *No Impact.* The amendments to the Off-Street Parking and Loading Ordinance would not result in increases in population and would not displace any existing housing or current residences.

XIII. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response time or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

(a)-(e) *No Impact.* The amendments to the Off-Street Parking and Loading Ordinance involve regulations and standards for off-street parking and loading that would not increase the need for any public services.

XIV. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

(a)-(b) *No Impact.* The amendments to the Off-Street Parking and Loading Ordinance would not require the construction of additional recreational facilities nor substantially increase the use of existing recreational facilities. Regulations are included in the ordinance to provide parking for certain recreational uses, but the ordinance will not cause an increase in use of facilities.

XV. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase on either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a)-(d) *No Impact.* The amendments to the Off-Street Parking and Loading Ordinance are not associated with a specific development proposal and therefore do not directly or indirectly result in an increase in traffic or level of service, nor would it result in a change in air traffic patterns.

(e) *No Impact.* The amendments to the Off-Street Parking and Loading Ordinance would implement standard parking lot design and would ensure emergency access is provided for.

- (f) *No Impact.* The amendments and additions to the Off-Street Parking and Loading Ordinance would provide standard criteria for off-street parking. The regulations propose specific amounts of required parking spaces for each type of use. For instance, retail uses would be required to provide one parking space for every 250 square feet of retail. In an effort to decrease potentially unused and/or excess amounts of parking, the first 500 or 1,000 square feet are exempted for some uses. In addition, there are several adjustments and reductions available in order to decrease the amount of overall parking. However, the reductions available will not result in inadequate parking capacity.
- (g) *No Impact.* The amendments to the Off-Street Parking and Loading Ordinance would not conflict with any adopted policies, plans, or programs supporting alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

(a)-(g) *No Impact.* The amendments to the Off-Street Parking and Loading Ordinance are not associated with a specific development proposal and therefore would not directly or indirectly result in any future construction. Furthermore, the ordinance would not impact existing utilities or related service systems or create demand for any new such facilities. Future development projects that will be subject to the proposed amendments will be analyzed on a site specific basis for compliance with CEQA for projects necessitating discretionary review. For ministerial projects that would be subject to the proposed ordinance, the county's building permit process would regulate issues related to utilities and service systems. Therefore, no impacts are anticipated.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

Does the Project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have environment effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

- (a) *No Impact.* Based on the information provided in this Initial Study, no potential environmental impacts would be caused by the project. No important examples of major periods of California history or prehistory in California were identified; and the habitat and/or range of any special status plants, habitat, or plants would not be substantially reduced or eliminated.
- (b) *No Impact.* Based on the analysis provided in this Initial Study, the project would have no significant cumulative impacts.
- (c) *No Impact.* Based on the analysis provided in this Initial Study, no impacts to human beings would result from the proposed project. The project as proposed would not have substantial adverse effects on human beings, either directly or indirectly.

REFERENCES

- Yolo County Zoning Ordinance
- Yolo County General Plan
- Parking regulations from similar jurisdictions, including Solano County, Sacramento County, Santa Clara County, and San Luis Obispo County

Article 25. Off-Street Parking and Loading

Sec. 8-2.2501. Purpose.

The purpose of this Article shall be to ~~protect and enhance land uses in the various zones~~provide safe and convenient vehicular access to all land uses, and ~~to maintain the availability of public roads and sidewalks for the safe movement of vehicles and pedestrians~~to minimize traffic congestion and hazards to motorists and pedestrians, and ~~to provide accessible, attractive, secure, and well-maintained off-street parking and loading facilities without precluding the feasible redevelopment and adaptive reuse of existing structures and blocks, when any main building or structure is erected, enlarged, or increased in capacity.~~ The purpose is also to establish a reasonable and fair policy to require an adequate amount of parking and loading capacity, without precluding the feasible redevelopment and adaptive reuse of existing structures and blocks, when any main building or structure is erected, enlarged, or increased in capacity.

Sec. 8-2.2502. Applicability.

Unless otherwise specifically provided in the specific applicable zoning district by this Article or a separately-adopted ordinance, the provisions of this Article shall apply to appropriate all uses and development in county zoning districts referenced below. The general standards for parking, loading, and accessible spaces, in this Article shall be considered a minimum level of design, and more extensive parking design and circulation provisions may be required by the deciding authority in connection with the approval of a review authority for a discretionary permit or entitlement. However, the number of parking spaces requirements by land use, specified in Table 8-2.2506, shall be considered the maximum number of required spaces that are to be provided for each use, unless a greater amount of parking for a specific use is approved required by the Planning Director or the Planning Commission.

Section 8-2.2503. Definitions.

For the purposes of this Article, unless otherwise apparent from the context, certain words and phrases used in this Article are defined as follows:

- (a) **"Downtown Mixed Use zones (DMX)"** shall mean the zoning designation to be applied to unincorporated areas of the county that are planned for development or redevelopment of a mixture of primarily commercial, retail, office, residential, and other uses.
- (b) **"Floor area, gross Gross floor area (GFA)"** shall mean the area within the inside perimeter of the exterior walls of a structure used, or intended to be used, by owners and tenants for all purposes, exclusive of vent shafts and courts. Usable area under a horizontal projection of a roof or floor above, not provided with surrounding exterior walls shall be included within the total gross floor area.
- (c) **"Live/work unit" or "Live/work space"** shall mean a building or space within a building used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work. "Live/work unit" is further defined as a structure or portion of a structure:
 1. That combines a commercial or manufacturing activity allowed in the zone with a residential living space for the owner of the commercial or manufacturing business, or the owner's employee, and that person's household; and
 2. Where the resident owner, occupant, or employee of the business is responsible for the commercial or manufacturing activity performed; and
 3. Where the commercial or manufacturing activity conducted takes place subject to a valid business license associated with the premises.

- 3.
- (d) **“Parking lot”** shall mean a designated area, other than a street or other public way, used for the parking of automobiles and available to the public, whether for a fee, free, or as an accommodation for clients, employees, or customers, excluding one-family and two-family dwellings.
 - (e) **“Vacant land”** shall mean land that is currently undeveloped with urban structures, but may be occupied by a rural residence or structure, and is designated for future urban growth.

Sec. 8-2.2504. General Parking Provisions.

- (a) **Location of parking—nonresidential use.** Required parking spaces shall be located on the same parcel with the primary use or structure, or on an immediately adjacent and contiguous parcel. If it is not feasible to provide the required amount of parking on the same or adjacent parcel, as determined by the Planning Director, parking spaces located within 250 feet of the premises to which the parking requirements pertain, may be leased or purchased. An agreement providing for the shared use of private parking indicating the hours of the expected use by type of activity, executed by the parties involved, shall be filed with the Planning Director. Property within the existing or anticipated future ultimate-right-of-way of a street or highway shall not be used to provide required parking or loading facilities.
- (b) **Location of parking—residential use.** Required parking shall not be located in any required front or side yard.
- (c) **Change in nonresidential use.** When the occupancy or use of a property is changed to a different use, or the lessee, tenant, or owner of a specific use occupying more than 500 square feet of leasable commercial floor area, or 1,000 square feet of leasable industrial floor area is changed, parking to meet the requirements of this Section shall be provided for the new use or occupancy.
- (d) **Increase in nonresidential use.** When an existing occupancy or use of more than 500 square feet of leasable commercial floor area, or 1,000 square feet of leasable industrial floor area is altered, enlarged, expanded, or intensified, additional parking to meet the requirements of this Section shall be provided for the altered, enlarged, expanded, or intensified portion only.
- (e) **Two or more uses.** Where two or more uses are located in a single structure or on a single parcel, required parking shall be provided for each specific use (i.e., the total parking required for an establishment that has both industrial and office uses shall be determined by computing the parking for the industrial use and the office use and then adding the two requirements together). A reduction of the required parking spaces may be approved, as allowed in Section 8-2.2510(a) and Section 8-2.2510(b).
- (f) **Parking and loading spaces to be permanent.** Parking and loading spaces shall be permanently available, marked, and maintained for parking or loading purposes, for the use they are intended to serve. The Planning Director may approve the temporary reduction of parking or loading spaces in conjunction with a seasonal or intermittent use.
- (g) **Parking and loading to be unrestricted.** Owners, lessees, tenants, caretaker or persons having control of the operation of the premises for which parking or loading spaces are required by this Section shall not prevent, prohibit or restrict authorized persons from using these spaces without prior approval of the Planning Director.
- (h) **Use of parking area—lot for activities other than parking.** Required off-street parking, circulation, and access areas shall be used exclusively for the temporary parking and maneuvering of vehicles and shall not be used for the sale, lease, display, repair, or storage of vehicles, trailers, boats, campers, mobile homes, merchandise, or equipment, or for any other use not authorized by the provisions of this Code. The temporary use of

parking areas—lots for display and sales may be permitted in advance through the issuance of a Minor Use Permit by the Zoning Administrator, with a finding that an adequate amount of parking will still be available for customers.

Sec. 8-2.2505. Off-Street Parking in Downtown Mixed Use (DMX) zones

- (a) For development projects on vacant or under-developed lands of more than one acre within Downtown Mixed Use (DMX) Zones, off-street parking shall be provided for all residential and nonresidential uses, as required by Article 25, excluding subsections (b) through (e), below.
- (b) For all other development projects within Downtown Mixed Use (DMX) Zones, the following parking requirements apply except as may otherwise be provided by the ordinance creating a DMX zone:
 - 1. No off-street parking is required for new or expanded nonresidential uses in the DMX zone unless such uses exceed 3,000 square feet of gross floor area, in which case off-street parking shall be provided for the floor area in excess of 3,000 square feet, in accordance with all provisions of Article 25, or as modified by (3) below.
 - 2. Off-street parking for new residential uses of four or more units in the DMX zone shall be provided, in accordance with all provisions of Article 25, or as modified by (3) below.
 - 3. Off-street parking requirements for nonresidential and residential uses may be modified by the Planning Director based on a parking supply study prepared by a civil engineer or other certified professional which indicates an ample supply of on-street or other nearby public parking, or adequate nearby available private parking for shared nonresidential uses.
- (c) For live/work units of less than 2,500 square feet, one parking space is required for each unit. For live/work units greater than 2,500 square feet, required parking will be based on the applicable parking standard for the nonresidential use or the closest similar use as determined by the Planning Director or Zoning Administrator.
- (d) Off-street parking requirements for both nonresidential and residential uses may be satisfied by the leasing or purchasing of nearby parking spaces on adjacent parcels within 400 feet of the use.
- (e) Off-street parking spaces provided on the site must be located to the rear of the principal building or otherwise screened so as to not be visible from the public right-of-way or residential zoning districts.

Sec. 8-2.2506. Number of Parking Spaces Required.

- (a) **Number of parking spaces required.** Each land use shall provide the number of off-street parking spaces, as listed in Table 8-2.2506, ~~including accessible parking spaces required by Section 8-2.2507(a),~~ except where a parking reduction has been granted in compliance with Section 8-2.2510. Accessible parking spaces shall be required in addition to required spaces as listed in Section 8-2.2507(a). The parking space requirements by land use, specified in Table 8-2.2506, shall be considered the maximum number of spaces that are to be provided for each use, unless a greater amount of parking for a specific use is ~~approved~~required by the Planning Director.
- (b) **Land uses not identified.** The required number of parking spaces for a land use not identified in Table 8-2.2506 shall be determined by the Planning Director.

**Table 8-2.2506
Parking Requirements by Land Use**

Uses	Number of Spaces Required
Industry, Manufacturing & Processing, Wholesaling	
Industrial uses of all types (over 1,000 SF), including warehouses, <u>manufacturing, and storage</u> general commercial, manufacturing, and storage	<ul style="list-style-type: none"> ▪ 1 for each 2,000 SF of the first 40,000 SF of GFA; and ▪ 1 for each 4,000 SF of GFA for the portion over 40,000 SF ▪
Retail and sales services accessory to the industrial use (over 1,000 SF)	<ul style="list-style-type: none"> ▪ 1 for each 250 SF of GFA
Storage: Mini storage facilities	<ul style="list-style-type: none"> ▪ 1 for each 250 sq. ft. SF of office area with 4 minimum
Recreation, Education & Public Assembly Uses	
Amusement enterprises	<ul style="list-style-type: none"> ▪ 1 for each 4 persons of the facility's allowed maximum attendance
Bowling alleys and billiard halls	<ul style="list-style-type: none"> ▪ 3 for each bowling lane; and ▪ 2 for each billiard table
Churches, synagogues, temples, mosques and other places of worship ⁽¹⁾ , mortuaries, and funeral homes	<ul style="list-style-type: none"> ▪ 1 for each 4 fixed seats ⁽¹⁾ in the main chapel or assembly room; and ▪ 1 for every 25 SF of seating area where there are no fixed seats ⁽¹⁾
Commercial recreation and similar uses (e.g., shooting ranges, race tracks, miniature golf course, pitch and putt courses, parks, and zoos)	<ul style="list-style-type: none"> ▪ 1 for each 4 persons of the facility's allowed maximum attendance
Commercial swimming pools and swimming schools	<ul style="list-style-type: none"> ▪ 1 for each 500 SF of water surface area ▪ 10 minimum ▪
Dance halls, skating rinks (ice or roller)	<ul style="list-style-type: none"> ▪ 1 for each 100 SF of dance floor or skating area; and ▪ 1 for each 3 fixed seats and 1 for each 20 SF of seating area where there are no fixed seats ⁽¹⁾
Golf courses and driving ranges, but not to include miniature golf courses	<ul style="list-style-type: none"> ▪ 4 for each hole on all golf courses; and ▪ 1 for each tee for driving ranges
Organizational camps	<ul style="list-style-type: none"> ▪ 1 bus parking space per 20 campers ▪ 2-1 for each resident staff; and ▪ 1 for each nonresident staff on the largest shift
Meeting facilities - Theaters, auditoriums, conference centers, stadiums, sport arenas, gymnasiums and similar places of public assembly	<ul style="list-style-type: none"> ▪ 1 for each 4 fixed seats ⁽¹⁾ or for every 25 SF of seating area within the main auditorium where there are no fixed seats ⁽¹⁾
Schools: general curriculum Kindergarten through <u>elementary and middle school</u>	<ul style="list-style-type: none"> ▪ 1 for each staff member, faculty member, and employee (full-time, part-time, or volunteer)
Schools: general curriculum High school, colleges and universities, business and professional schools	<ul style="list-style-type: none"> ▪ 1 for each 4 students; and ▪ 1 for each staff member, faculty member and employee (full-time, part-time, or volunteer)

**Table 8-2.2506
Parking Requirements by Land Use**

Uses	Number of Spaces Required
Schools: special schools or trade schools	<ul style="list-style-type: none"> ▪ 1 for each 3 students; and ▪ 1 for each staff member, faculty member, and employee (full-time, part-time, or volunteer)
Residential Uses	
<u>One-family and two-family dwellings, ancillary dwelling units, second dwelling units</u>	<ul style="list-style-type: none"> ▪ 1 for each dwelling unit containing not more than two (2) bedrooms, and two (2) parking spaces for each dwelling unit containing three (3) or more bedrooms, one shall be enclosed per dwelling unit
<u>Second dwelling unit</u> <u>Guest house, accessory structure conversion to habitable accessory housing structure</u>	<ul style="list-style-type: none"> ▪ 1, shall be covered space
Multi-family dwelling	<ul style="list-style-type: none"> ▪ 1 for each dwelling unit containing not more than one (1) bedroom or one and one-half (1 ½) for each dwelling unit containing two (2) or more bedrooms, one shall be covered per dwelling unit
<u>Caretaker/night watchman housing</u>	<ul style="list-style-type: none"> ▪ 1 per unit2, with one covered
Clubs, conference centers, fraternity and sorority houses, rooming and boarding houses, and similar structures having guest rooms	<ul style="list-style-type: none"> ▪ 1 for each guest room
<u>Dependent housing</u> <u>Residential care facility</u>	<ul style="list-style-type: none"> ▪ 2 for each unit1 for each 3 persons cared for
Mobile home parks	<ul style="list-style-type: none"> ▪ 12 for each mobile home parcel; one shall be covered on each mobile home parcel (may be in tandem); and ▪ 1 guest space for each 40-5 spaces, or fraction thereof
Motels, hotels	<ul style="list-style-type: none"> ▪ 1 for each unit/room; and ▪ 1 for each employee on duty
Retail Trade	
Automobile repair and service stations	<ul style="list-style-type: none"> ▪ 1 for each 400 square feet SF, or fraction thereof, of GFA
Automobile sales, boat sales, mobile home sales, retail nurseries, and other open uses not in a structure	<ul style="list-style-type: none"> ▪ 1 for each 2,000 SF, or portion thereof, for open area devoted to display or sales for the first 10,000 SF; and ▪ 1 for each 5,000 SF, or portion thereof, over 10,000 SF
Retail stores (over 500 SF)	<ul style="list-style-type: none"> ▪ 1 for each 250 SF of GFA
Supermarkets and shopping centers (under 200,000 SF of GFA)	<ul style="list-style-type: none"> ▪ 1 for each 250 SF of GFA
Shopping centers (projects over 200,000 SF of floor area)	<ul style="list-style-type: none"> ▪ 1 for each 250 SF of GFA up to 100,000 SF; and ▪ 1 for each 300 SF of GFA for square footage above 100,000 SF
Restaurants, including drive-ins, cafes, night clubs, taverns, and other similar places where food or refreshment are dispensed	<p>The greater of the following:</p> <ul style="list-style-type: none"> ▪ 1 for each 100 SF of GFA; or ▪ 1 for each 3 fixed seats⁽¹⁾ and/or 1 for every 50 SF of floor area where seats may be placed
Wholesale commercial nurseries	<ul style="list-style-type: none"> ▪ 1 for each 500 SF of display area

**Table 8-2.2506
Parking Requirements by Land Use**

Uses	Number of Spaces Required
Services General	
Beauty and nail salons (over 500 SF)	▪ 2 for each station
Child care centers	▪ 1 for each 5 children that the facility is designed to accommodate
Hospital	▪ 1 for each 4 patient beds
Medical offices, clinics, veterinary hospital	▪ 1 for each 250 SF of GFA
Offices, general, financial, business and professional uses (over 500 SF)	▪ 1 for each 250 SF of GFA
Personal services (over 500 SF)	▪ 1 for each 250 SF of GFA
Social care facilities including convalescent and nursing homes, senior living facilities, sanitariums, etc.	▪ 1 for each 3 residents of the maximum licensed resident capacity
Other Uses	
Bed and breakfast	▪ 1 for each guest room; and ▪ 1 for each employee on duty
Model home/sales office	▪ 2 per office; and ▪ 2 for visitors
Agricultural Uses	
Farm Offices (over 500 SF)	▪ 1 for each 250 SF of GFA
Agricultural Processing (over 1,000 SF)	▪ 1 for each 2,000 SF of the first 40,000 SF of GFA; and ▪ 1 for each 4,000 SF of GFA for the portion over 40,000 SF
Agricultural Research facilities (office, laboratory, or similar use) (over 1,000 SF)	▪ 1 for each 250 SF of GFA
Winery facilities (over 1,000 SF)	For Tasting Rooms: ▪ 1 for each 250 SF of GFA For Production Facilities: ▪ 1 for each 2,000 SF of the first 40,000 SF of GFA; and ▪ 1 for each 4,000 SF of GFA for the portion over 40,000 SF
Private and commercial horse stables	▪ 1 for each 5 horse stalls (when boarding) ▪ Daily and event parking to be determined by Use Permit review process
Yolo Stores (over 500 SF)	▪ 1 for each 250 SF of GFA
Other Uses	
Bed and breakfast	▪ 1 for each guest room; and ▪ 1 for each employee on duty
Model home/sales office	▪ 2 per office; and ▪ 2 for visitors
(1) Twenty-four (24") linear inches of bench or pew shall be considered a fixed seat.	
GFA: Gross floor area SF: Square feet	

Section 8-2.2507. Special Parking Space Requirements.

In addition to the parking spaces required by Section 8-2.2506, a new use, expanded use, or change in use shall also provide, when applicable, the type and number of spaces required as follows:

- (a) Accessible parking required.** For multi-family residential, commercial, industrial, institutional, and public uses, ~~state California~~ law establishes the required number of accessible parking spaces, ~~which~~. The requirements in effect at the time of adoption of this Article are reflected in Table 8-2.2507 (Required Number of Accessible Parking Spaces), and shall apply unless the California Building Code is amended to establish stricter requirements. In all respects, aAccessible parking spaces shall be designed, located and provided with identification signing as set forth in the California Building Code, as may be amended from time to time. California Code of Regulations, Title 24, Part 2 — California Building Code (CBC), Chapter 11A and 11B, Section 1109A and 1129B. One in every eight (8) accessible spaces, but not less than one (1), shall be van accessible.
- (b) Bicycle racks parking.** Parking lots with twenty (20) or more spaces shall provide one (1) bicycle rack for each twenty (20) parking spaces required by this section. Bicycle racks shall be designed to provide a minimum of four (4) bicycle spaces in each rack, and so that a bicycle can be locked to the rack. Parking lots with twenty (20) or more spaces shall provide one bicycle rack space for each ten (10) parking spaces. Bicycle racks shall be designed to enable a bicycle to be locked to the rack. Bicycle spaces shall be conveniently located and generally within proximity to the main entrance of a structure and shall not interfere with pedestrian access.
- (c) Carpool parking.** For office, industrial, and institutional uses with twenty (20) or more parking spaces on the site, the following standards must be met:

 - 1. Five (5) spaces or five percent (5%) of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 AM on weekdays.
 - 2. The spaces shall be located near the building entrance or elevator, but not closer than the spaces for accessible parking.
 - 3. Signs must be posted indicating these spaces are reserved for carpool use before 9:00 AM on weekdays.
- (e)(d) Company vehicles.** Commercial or industrial uses shall provide one (1) parking space for each company vehicle which is parked on the site during normal business hours. Such space may be located within a building.

Table 8-2.2507 Required Number of Accessible Parking Spaces	
Total Number of Parking Spaces in Lot or Garage	Minimum Required Number of Accessible Parking Spaces
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8
401-500	9
501-1,000	2-percent% of total
1,001 and over	20 plus 1 for each 100, or fraction over 1,001

Section 8-2.2508. Loading Space Requirements.

(a) General requirements. In any zone, in connection with every building or part thereof, hereafter erected, having a gross floor area of 5,000 square feet or more, which building is to be occupied for manufacturing, storage, warehousing, goods display, or retail sales, or as a hotel, hospital, mortuary, laundry, dry cleaning establishment, or other use similarly requiring the receipt or distribution by vehicles of materials or merchandise, there shall be provided and maintained, on the same lot with such building; at least one (1) off-street loading space, plus one (1) additional such loading space for each additional 20,000 square feet of gross floor area in the building.

(b) Location. Loading spaces shall be situated to ensure that the loading facility is screened from adjacent streets and neighboring residential properties.

Section 8-2.2509. Determination of Fractional Spaces.

When units or measurements determining the number of required off-street parking and off-street loading spaces result in a requirement of a fractional space, any fraction up to one-half (1/2) shall be disregarded, and any fraction of one-half (1/2) or more shall require one (1) off-street parking or off-street loading space.

Section 8-2.2510. Adjustments to Parking Requirements.

(a) Shared peak-hour parking. Where two or more adjacent uses have distinct and differing peak parking usage periods, (e.g. a theater and a bank), a reduction in the required number of parking spaces may be approved by the Planning Director based on the findings and recommendations of a parking study prepared by a qualified parking or traffic consultant. The amount of reduction may be up to the number of spaces required for the least intensive of the uses sharing the parking. An agreement providing for the shared use of private parking, executed by the parties involved, shall be filed with the Planning Director.

(b) Shared on-site parking adjustment. Where two or more nonresidential uses are on a single site, the number of parking spaces may be reduced through adjustment up to a maximum of twenty-five percent (25%); as long as the total of spaces is not less than required for the use requiring the largest number of spaces. An agreement providing for

the shared use of private parking, executed by the parties involved, shall be filed with the Planning Director.

- (c) **Compact car spaces.** Lots with twenty (20) or more spaces may substitute compact car spaces for up to twenty-five percent (25%) of the total number of required spaces. ~~Compact car spaces shall be a minimum of eight by fourteen feet (8' x 14') in size and shall be identified with pavement markings designating it as a "Compact Space."~~
- (d) **Motorcycle parking.** Lots with twenty (20) or more spaces may replace regular spaces with motorcycle spaces. One (1) regular space may be replaced with a motorcycle space for each twenty (20) required spaces. ~~Motorcycle spaces shall be a minimum size of four by eight feet (4' x 8').~~
- (e) **Incentive for porous or permeable paving.** Where porous or permeable paving materials are used to satisfy parking lot paving requirements as set forth in Sec. 8-2.2513(b), a ~~fifteen-twenty~~ percent (15/20%) reduction of the total number of required spaces may be granted by the Planning Director. The reduction may be used in combination with (a), ~~and (b), (c), and (d)~~ above; however, the total reduction of parking spaces may be no greater than twenty-five percent (25%) of the total spaces.

Section 8-2.2511. Development Standards.

- (a) **Minimum parking space sizes and lot dimensions.** All off-street parking areas shall be designed and improved as follows:

1. **Size of required parking spaces.** Each required parking space shall be at least nine feet in width by and eighteen feet in length (9' x 18'), with adequate provisions for ingress and egress by a standard full size passenger vehicle. This standard shall apply to all uses, including single-family residential, except where noted in Subsections 2, 3, 4, and 5, below and 4. Parking spaces in parking lots shall comply with the minimum dimension requirements in Table 8-2.2511 (Minimum Off-Street Parking Dimensions) and as illustrated in Figure 8-2.2511 (Off-Street Parking Dimensions).
2. **Enclosed parking spaces.** Enclosed parking spaces (i.e. residential garages) shall be at least ten feet in width 10 by and 20-twenty feet in length (10' x 20') for a single vehicle. The width shall increase by ten (10') feet for each additional vehicle.
3. **Compact car spaces.** Compact car spaces shall be a minimum of eight feet in width and fourteen feet in length (8' x 14') and shall be identified with pavement markings designating it as a "compact space."
4. **Motorcycle parking spaces.** Motorcycle spaces shall be a minimum size of four feet in width and eight feet in length (4' x 8').
5. **Loading spaces.** Loading spaces shall be a minimum of ten feet in width, twenty-five feet in length, and fourteen feet of vertical clearance (10' x 25' x 14').
3. **Mobile home parking spaces.** ~~Mobile home parking spaces shall be at least 10 by 20 feet (10' x 20'), with adequate provisions for ingress and egress by a standard full size passenger vehicle.~~
4. **Tractor trailer parking spaces.** ~~Tractor trailer parking spaces shall be at least 12 by 50 feet (12' x 50').~~

Table 8-2.2511 Minimum Off-Street Parking Dimensions

Angle of Parking (in degrees) (A)	Space Width (in feet) (B)	Space Length (per vehicle) (C)	Space Depth (from curb) (D)	Aisle Width (in feet) (E)
Parallel (0°)	9 ft	18 ft	9 ft	12 ft (one-way)
30°	9 ft	18 ft	15 ft	11 ft (one-way)
45°	9 ft	18 ft	17 ft	13 ft (one-way)
60°	9 ft	18 ft	18 ft	18 ft (one-way)
90°	9 ft	18 ft	18 ft	24 ft (one-way)

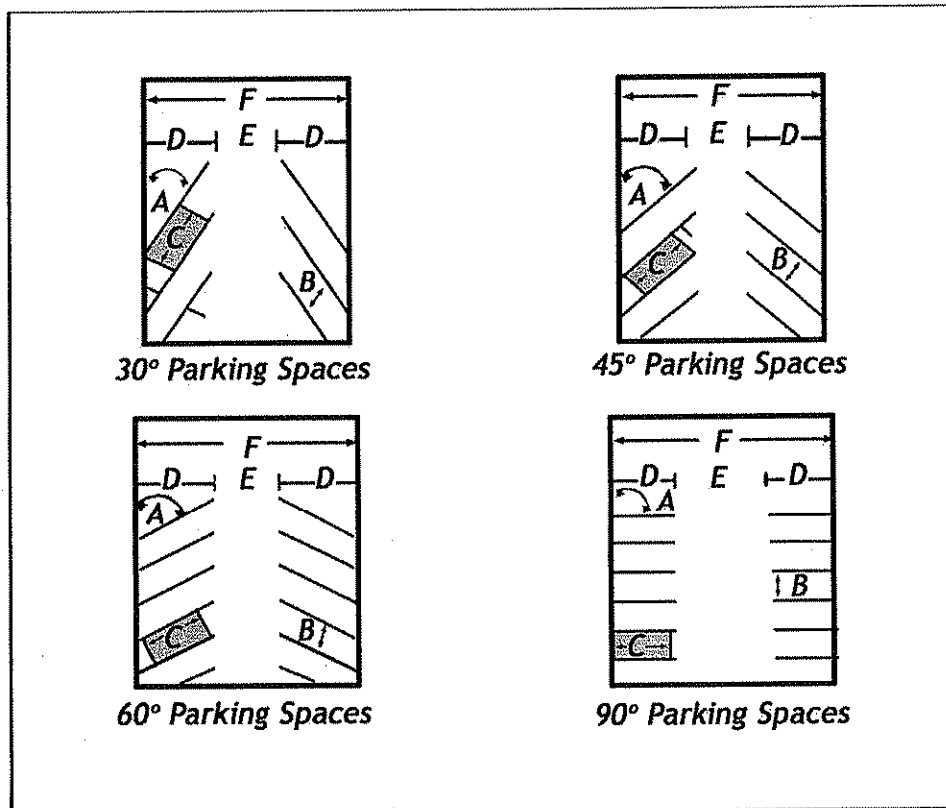


Figure 8-2.2511 Off-Street Parking Dimensions

(b) **Minimum aisle widths.** All nonresidential off-street parking areas—lots shall be designed and improved as follows:

- Aisle width for parallel and angled parking.** Aisles within a parking area—lot shall be as listed in Table 8-2.2511.
- Fire access aisles.** The aisles adjacent to nonresidential structures shall be a minimum width of 26 feet to accommodate fire emergency vehicles and shall be located so that the vehicles can park within 150 feet of all sides of the structures. Aisles adjacent to structures that are greater than two stories in height shall be a minimum width of 30 feet.

3. **Truck aisles.** Access aisles for multiple-axle trucks in commercial and industrial projects shall be a minimum of 40 feet. Truck movement templates (i.e., turning radii elements including wheel paths, which define the needed width of pavement, and the front overhang, which is the zone beyond the pavement edge that must be clear of obstructions above curb height) shall be included on the site plan design to indicate turning conditions.

(c) Access to areas and spaces.

1. **Circulation within parking lot.** The parking area ~~lot~~ shall be designed so that a car entering the parking area ~~lot~~ shall not be required to enter a public street to move from one location to any other location within the parking area ~~lot~~ or premises.
2. **Forward entry into right-of-way.** With the exception of parking spaces for dwelling units in residential zones, parking and maneuvering areas shall be arranged so that vehicles entering a vehicular right-of-way can do so traveling in a forward direction only.
3. **Driveway access.** Off-street parking facilities shall be designed to limit access to private property from streets and highways to a minimum number of standard driveways in compliance with the County of Yolo Improvement Standards on file in the Planning and Public Works Department.
4. **Directional signage.** Signs shall be painted on the pavement or permanently installed on poles indicating the location of "Entrance" and "Exit" areas.
5. **Pedestrian pathways.** Pedestrian pathways shall be defined by use of paint or distinctive paving colors, patterns, or textures that are different from vehicle drive aisles.

(d) Lighting. ~~Parking lots that contain ten (10) or more parking spaces shall provide on-site lighting necessary to protect the public safety.~~

1. ~~The illumination of parking areas shall be so designed and located that light sources are pointed toward the ground and shielded from adjoining properties, and shall not cause a glare hazardous to pedestrians or auto drivers. Light fixtures shall be fully shielded, photocell type illumination, or as approved by the Planning Director. Parking lots shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be energy-efficient and in scale with the height and use of the on-premises structure(s). All illumination, including security lighting, shall be directed downward, away from adjacent properties and public right-of-way.~~
2. ~~The maximum height of any parking lot light shall not exceed the height requirements of the zoning district in which it is located.~~

(e) Maintenance Striping and identification. Individual parking stalls shall be clearly striped and permanently maintained on pavement surface. Arrows shall be painted on pavement surface to indicate direction of traffic flows.

Section 8-2.2512. Landscaping and Screening.

(a) Landscaping. Landscaping shall be provided on all parking lots, excluding those in agricultural zones, unless as required by a discretionary approval. ~~of four or more spaces.~~

1. **Landscape plan required.** A landscape and irrigation plan in conformance with state and local ordinance shall be submitted to the Planning Director for approval.
2. **Shading requirement.** Parking lots shall include tree plantings that will result in fifty percent (50%) shading of the parking lot surface area within ten (10) years of securing building permit.

2.3. Landscaping materials. Landscaping materials shall be provided throughout the parking lot area using a combination of trees, shrubs, and vegetative ground cover. ~~Water conserving conservation~~ and use of native landscape plant materials shall be emphasized.

3.4. Location of landscaping. Parking lot landscaping shall be located so that pedestrians are not required to cross through landscaped areas to reach building entrances from parked cars.

4.5. Curbing. Areas containing plant materials shall be bordered by a concrete curb or other barrier design as approved by the Planning Director.

(b) Screening.

1. Adjacent to residential uses. Parking lots that abut a residential use or zone shall be separated from the property line by a landscaping strip. The landscaping strip shall have a minimum width of five feet. A minimum six-foot (6') high solid fence ~~or wall~~ shall be installed on the residential side of the landscaping strip, except that the fence shall be a minimum of three feet (3') high where located adjacent to a required front yard-setback on an adjoining lot.

2. Adjacent to streets. Parking areas ~~lots~~ adjoining a public street shall be designed to provide a landscaped planting strip or landscape berm between the edge of the street right-of-way and parking area ~~lot~~. The landscaped planting strip or berm shall not encroach on the street right-of-way. (Refer to the County of Yolo Improvement Standards, on file in the Planning and Public Works Department, for visibility requirements at intersections and driveways)

3. Modification of screening requirements. The Planning Director may modify any or all of such screening requirements when, due to special conditions of the size or shape of the lot, ~~;~~ differences in elevations between lots, ~~;~~ intervening features, such as waterways and other man-made geographical features, ~~;~~ or the distance of the parking area ~~lot~~ from the adjoining lot, ~~;~~ the modification meets the overall objectives of this Section.

Section 8-2.2513. Paving.

(a) Agricultural zones. Required parking spaces, loading areas, and roads required in agricultural zones shall be all-weather and usable for the purpose for which they are provided, but are not required to be paved, unless as required as part of a discretionary approval, or when stricter fire access requirements prevail. In conformance with Section 8-2.2507(a), accessible parking shall be required for applicable uses. ~~The areas do not need to be usable year-round nor dustless, unless required as a Condition of Approval following the granting of a Use Permit.~~ The required parking spaces shall be clearly marked and maintained, as described in Section 8-2.2504(f), when the land use is in operation. Connections of the access driveway(s) to the public road, and parking lot surface design shall be per County of Yolo Improvement Standards on file in the Planning and Public Works Department.

(b) In all other zones. Except as otherwise provided in this section, all off-street parking and loading areas shall be paved, graded, and drained so as to dispose of all surface water accumulated within the area. The use of swales and pervious surfaces to capture storm water runoff for maximum groundwater recharge are encouraged. Surfacing materials required to satisfy the paving regulations must be durable and dustless and must be maintained to provide for orderly and safe loading, unloading, parking, and storage of vehicles and equipment. Porous or permeable materials, such as pervious asphalt or pavers and plantable pavers are encouraged. ~~Traditional materials, such as asphalt, concrete, or similar solid materials are also acceptable.~~ An adjustment to parking requirements may be granted for using permeable or pervious paving, as set

forth in Section 8-2.2510(e). Connections of the access driveway(s) to the public road, and parking lot surface design shall be per County of Yolo Improvement Standards on file in the Planning and Public Works Department.

Section 8-2.2514. Recreational and Commercial Vehicle Parking in Residential Zones.

(a) **Scope.** This section specifies the requirements for the parking of recreational vehicles and commercial vehicles, and the provision of parking spaces for such vehicles, on residential properties located in the ~~Residential Suburban (R-S), Residential, Rural, Agricultural (RRA), Residential One Family (R-1), Residential One Family or Duplex (R-2), Multiple Family Residential (R-3), and Apartment Professional (R-4) Zones.~~ The parking of passenger vehicles in such zones is regulated by Section 8-2.2506 of this article any residential ("R") zone within the unincorporated county.

(b) **Definitions.** For the purposes of this section, certain words and phrases used in this section are defined as follows:

1. "Recreational vehicle equipment" shall mean and include the following:

- i. All operable towed vehicles and self-propelled vehicles, including trailers as defined in Section 8-2.299.16 of Article 2 of this chapter, tent trailers, tractor trailers, fifth-wheel trailers, trailers for towing recreational vehicles and equipment, boats, aircraft, self-propelled motor homes, all-terrain vehicles, dune buggies, racing vehicles, and any other self-propelled or towed vehicle over 10,000 pounds gross vehicle weight but not used by the residents of the site on which the vehicle is parked for a ~~business~~ occupation commercial purpose; and
- ii. Campers and camper shells which are detached from a vehicle.

~~2. Recreational vehicles and equipment shall exclude the following:~~

- ~~i. Any inoperable self-propelled recreational vehicle or any recreational vehicle without a current registration with the Department of Motor Vehicles of the State;~~
- ~~ii. All mobile homes as defined by Section 8-2.271 of Article 2 of this chapter; and~~
- ~~iii. Commercial coaches.~~

3.2. "Passenger vehicle" shall mean and include:

- i. All automobiles; and
- ii. All passenger vehicles and pickup trucks of 10,000 pounds gross vehicle weight or less and which have no more than two (2) axles.

4.3. "Commercial vehicle" shall mean and include:

- i. Any self-propelled vehicle over 10,000 pounds gross vehicle weight, and/or having more than two (2) axles, and which is used by the owner thereof for commercial purposes;
- ii. Any towed vehicle used by the owner thereof for commercial purposes; and
- iii. All other self-propelled equipment, including tractors, which are used by the owners thereof for commercial purposes and which are stored outdoors, excluding passenger vehicles.

iii.

(c) **Prohibitions.**

1. No recreational vehicle, as defined in this section, shall be parked within any required front, side, or rear yard adjacent to a public street, except in designated passenger vehicle and/or recreational vehicle parking areas.

~~2. No commercial vehicle, as defined in this section, shall be parked in any area within any residential zone.~~

2. No recreational vehicle, as defined in this section, shall be utilized or occupied as a residential dwelling, either temporarily or permanently, unless an application is approved by the Planning Director for a temporary dwelling during the construction of a home.-
3. No commercial vehicle, as defined in this section, shall be parked in any area within any residential zone, except for the immediate loading or unloading of goods or people.

(d) Designated recreational vehicle parking areas within new subdivisions in residential zones.

1. The regulations regarding designated parking areas within residential subdivisions, the final subdivision or parcel map for which is not of record on _____, 2009 of recreational vehicles on any parcel in a residential zone, shall be allowed only as follows:
 - i. Designated passenger vehicle parking areas shall be provided in accordance with this article. Recreational vehicles may be parked in any area other than a required front, side, or rear yard adjacent to a public street if the area is paved in accordance with Section 8-2.2513 of this Article and fenced in accordance with Section 8-2.2403 of Article 24 of this chapter.
 - ii. Recreational vehicles may be parked within a garage so long as the parking space requirements for the applicable residential use, as set forth in Table 8-2.2506, can still be met.
 - ii-iii. Recreational vehicles shall not be parked on any portion of a parcel within a new subdivision, except in a designated recreational vehicle parking area. The Zoning Administrator is authorized to issue a permit allowing a recreational vehicle to be parked in a required front, side, or rear yard adjacent to a public street in accordance with Section 8-2.3210 of Article 32 of this chapter.
 - iii. Such designated recreational vehicle parking areas may be located in any area on the parcel, other than the required yard adjacent to a public street.

(e) Designated recreational vehicle parking areas for previously approved parcels. The regulations regarding the parking of recreational vehicles on any parcel which was of record on or before _____, 2009, shall be as follows:

1. Recreational vehicles may be parked in any area other than a required yard adjacent to a street if the area is paved in accordance with Section 8-2.2513 of this article and fenced in accordance with Section 8-2.2403 of Article 24 of this chapter.
2. The Zoning Administrator is authorized to issue a permit allowing a recreational vehicle to be parked in a required yard adjacent to a street in accordance with Section 8-2.3221 of Article 32 of this chapter.

(f)(e) Violations: Penalties. Any violation of this section shall constitute an infraction, punishable as provided by Section 25132 of the Government Code of the State. Four (4) or more violations by any person during the preceding twelve (12) months shall constitute a misdemeanor.

[Existing Ordinance]

Article 25. Off-Street Parking and Loading

Sec. 8-2.2501. Purposes.

The purposes of this article shall be to protect land uses in the various zones, and to maintain the availability of public roads and highways for the safe movement of vehicles, and to establish the policy that at the time any main building or structure is erected, enlarged, or increased in capacity, there shall be provided, either on the same site or on some reasonably and conveniently located site, adequate parking, loading, turning, and maneuvering space to accommodate substantially such needs as are generated by the use. (§ 26.01, Ord. 488)

Sec. 8-2.2502. Definitions.

For the purposes of this article, unless otherwise apparent from the context, certain words and phrases used in this article are defined as follows:

- (a) "Floor area" shall mean the gross area of a structure used, or intended to be used, by owners and tenants for all purposes other than parking stalls and loading bays, including storage areas, stairways, utility rooms, and rest rooms.
- (b) "Loading space" shall mean an area of not less than ten (10') feet in width and twenty-five (25') feet in length, exclusive of access drives or aisles, of usable condition, and with at least a fourteen (14') foot height clearance.
- (c) "Parking space" shall mean an area of not less than eight (8') feet in width and eighteen (18') feet in length, exclusive of access drives or aisles, of usable condition, and with at least a seven (7') foot height clearance. (§ 26.03, Ord. 488)

Sec. 8-2.2503. Requirements in A, R, C, and M zones.

Off-street parking and loading requirements in the zones set forth in this section shall be as follows:

- (a) In agricultural (A) zones, on-farm parking areas, loading areas, and roads shall be usable for the purpose for which they are provided. They need not be usable year-round nor dustless unless required as a condition to the granting of a use permit.
- (b) In residential (R) zones, off-street parking shall be provided on the site and as set forth in the specific zone for the passenger vehicles, trailers, mobile homes, and boats belonging to the occupant of the site and normally stationed at the site. Such parking may not be located in any required yard adjacent to a street, and the preexisting use of such yard areas for the parking or storage of vehicles, boats, or other nonstructural objects, other than automobiles, shall be prohibited from and after January 1, 1965. With the exception of passenger automobiles, station wagons, pickup trucks, and panel trucks, all vehicles and other equipment of a nonresidential character normally used by the occupants of the site in connection with their business occupation shall not be parked on the site on a regular basis unless in conjunction with a use for which a use permit has been issued by the Commission.
- (c) In the Commercial (C) Zones, all parking and loading needs generated by each use shall be provided for on the same site or on another site conveniently located thereto. Parking and loading space shall be provided for customers, salesmen, delivery vehicles, employees, executives, and any trucks, trailers, boats, road equipment, farm equipment, or similar machinery normally stored on the site in conjunction with the use of the site.
- (d) In the Industrial (M) Zones, the same requirements shall apply as for the Commercial (C) Zones as set forth in subsection (c) of this section. (§ 26.02, Ord. 488)

Sec. 8-2.2503.5. Regulations for recreational vehicles and equipment and commercial vehicles in residential zones.

(a) *Scope.* This section specifies the requirements for the parking of recreational vehicles and commercial vehicles, and the provision of parking spaces for such vehicles, on residential properties located in the Residential Suburban (R-S), Residential One-Family (R-1), Residential One-Family or Duplex (R-2), Multiple-Family Residential (R-3), and Apartment-Professional (R-4) Zones. The parking of passenger vehicles in such zones is regulated by Sections 8-2.2503 and 8-2.2504 of this article.

(b) *Prohibitions.*

(1) No recreational vehicle, as defined in this section, shall be parked within any required yard adjacent to a street, except in designated passenger vehicle and/or recreational vehicle parking areas.

(2) No commercial vehicle, as defined in this section, shall be parked in any area within any residential zone.

(3) No recreational vehicle, as defined in this section, shall be utilized or occupied as a residential dwelling, either temporarily or permanently.

(c) *Definitions.* For the purposes of this section, certain words and phrases used in this section are defined as follows:

(1) "Recreational vehicle and equipment" shall mean and include the following:

(i) All operable towed vehicles and self-propelled vehicles, including trailers as defined in Section 8-2.299.16 of Article 2 of this chapter, tent trailers, tractor trailers, fifth-wheel trailers, trailers for towing recreational vehicles and equipment, boats, aircraft (including lighter-than-air craft) self-propelled motor homes, all-terrain vehicles, dune buggies, racing vehicles, and any other self-propelled or towed vehicle over 10,000 pounds gross vehicle weight but not used by the residents of the site on which the vehicle is parked for a business occupation; and

(ii) Campers and camper shells which are detached from a vehicle.

(2) Recreational vehicles and equipment shall exclude the following:

(i) Any inoperable self-propelled recreational vehicle or any recreational vehicle without a current registration with the Department of Motor Vehicles of the State;

(ii) All mobile homes as defined by Section 8-2.271 of Article 2 of this chapter; and

(iii) Commercial coaches.

(3) "Passenger vehicle" shall mean and include:

(i) All automobiles; and

(ii) All passenger vehicles and pickup trucks of 10,000 pounds gross vehicle weight or less and which have no more than two (2) axles.

(4) "Commercial vehicle" shall mean and include:

(i) Any self-propelled vehicle over 10,000 pounds gross vehicle weight, and/or having more than two (2) axles, and which is used by the owner thereof for commercial purposes;

(ii) Any towed vehicle used by the owner thereof for commercial purposes; and

(iii) All other self-propelled equipment, including tractors, which are used by the owners thereof for commercial purposes and which are stored outdoors, excluding passenger vehicles.

(d) *Designated parking areas within new subdivisions.*

(1) The regulations regarding designated parking areas within residential subdivisions, the final subdivision or parcel map for which is not of record on August 23, 1984, shall be as follows:

(i) Designated passenger vehicle parking areas shall be provided in accordance with this article.

(ii) Recreational vehicles shall not be parked on any portion of a parcel within a new subdivision, except in a designated recreational vehicle parking area.

(iii) Such designated recreational vehicle parking areas may be located in any area on the parcel, other than the required yard adjacent to a public street.

(2) Designated recreational vehicle parking areas shall be paved in accordance with Section 8-2.2513 of this article and fenced in accordance with Section 8-2.2403 of Article 24 of this chapter.

(e) *Designated recreational vehicle parking areas: Previously approved parcels.* The regulations regarding the parking of recreational vehicles on any parcel which was of record on or before August 23, 1984, shall be as follows:

(1) Recreational vehicles may be parked in any area other than a required yard adjacent to a street if the area is paved in accordance with Section 8-2.2513 of this article and fenced in accordance with Section 8-2.2403 of Article 24 of this chapter.

(2) The Zoning Administrator is authorized to issue a permit allowing a recreational vehicle to be parked in a required yard adjacent to a street in accordance with Section 8-2.3221 of Article 32 of this chapter.

(f) *Violations: Penalties.* Any violation of this section shall constitute an infraction, punishable as provided by Section 25132 of the Government Code of the State. Four (4) or more violations by any person during the preceding twelve (12) months shall constitute a misdemeanor. (§ 3, Ord. 488.171, eff. August 23, 1984)

Sec. 8-2.2504. Parking space requirements.

Off-street parking space shall be provided in connection with the erection or major alteration, extension, or change of use of any building or structure as follows:

(a) One-family and two-family dwellings, one parking space for each dwelling unit containing not more than two (2) bedrooms, and two (2) parking spaces for each dwelling unit containing three (3) or more bedrooms;

(b) Multiple-family dwellings, one parking space for each dwelling unit containing not more than one bedroom, and one and one-half (1 1/2) parking spaces for each dwelling unit containing two (2) or more bedrooms;

(c) Automotive sales, services, and repairs, one parking space for each 400 square feet, or fraction thereof, of gross floor area;

(d) Bowling lanes, five (5) parking spaces for each lane;

(e) Churches and other places of worship, mortuaries, and funeral homes, one parking space for each four (4) seats in the main chapel or assembly room;

(f) Convalescent and nursing homes, homes for the aged, hospitals, sanitariums, and orphanages, one parking space for each four (4) beds;

(g) Dance halls, skating rinks, lodge halls, and exhibition halls without fixed seats, one parking space for each 100 square feet of area used for dancing or assembly;

(h) Fraternity and sorority houses and dormitories, two (2) parking spaces for each three (3) beds;

(i) General commercial, manufacturing, warehouses, and storage, one parking space for each 2,000 square feet, or fraction thereof, of gross floor area, or one space for each two (2) employees on duty at the same time, whichever will provide the greater amount of parking space;

(j) Hotels, one parking space for each two (2) guest rooms;

(k) Motels, one parking space for each guest room;

(l) Retail stores, supermarkets, shopping centers, banks, and business and professional offices, one parking space for each 200 square feet of gross floor area;

- (m) Rooming houses and boardinghouses, one parking space for each bedroom;
- (n) Stadiums, ball parks, and other outdoor sports arenas, one parking space for each six (6) seats;
- (o) Theaters, indoor sports arenas, and auditoriums, other than those incidental to public and parochial schools, one parking space for each four (4) seats; and
- (p) Uses not set forth in this section, as determined by the Planning Director. (§ 26.04, Ord. 488)

Sec. 8-2.2505. Loading space requirements.

In any zone, in connection with every building, or part thereof, hereafter erected, having a gross floor area of 5,000 square feet or more, which building is to be occupied for manufacturing, storage, warehousing, goods display, or retail sales, or as a hotel, hospital, mortuary, laundry, dry cleaning establishment, 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, plus one additional such loading space for each additional 20,000 square feet of gross floor area in the building. (§ 26.05, Ord. 488)

Sec. 8-2.2506. Determination of fractional spaces.

When units or measurements determining the number of required off-street parking and off-street loading spaces result in a requirement of a fractional space, any fraction up to one-half (1/2) shall be disregarded, and any fraction of one-half (1/2) or more shall require one off-street parking or off-street loading space. (§26.06, Ord. 488)

Sec. 8-2.2507. Combination uses on one site.

When a use of land includes more than one of the categories set forth in Section 8-2.2503 of this article, required off-street parking spaces shall be computed separately for each category, and the total spaces required shall be the sum of the requirements under each category unless, in the opinion of the Planning Director, the periods of usage of such parking will not be simultaneous with each other. (§ 26.07, Ord. 488)

Sec. 8-2.2508. Joint use of areas by more than one site.

No part of an off-street parking area required for any building or used for the purpose of complying with the provisions of this chapter shall be included as a part of an off-street parking area similarly required for another building or use unless, in the opinion of the Planning Director, the period of usage of such parking will not be simultaneous with each other. The provisions of this chapter shall not be construed to prevent the joint use of off-street parking or off-street loading spaces for two (2) or more buildings or uses if the total of such spaces, when used together, shall be not less than the sum of the requirements for the individual uses computed separately in accordance with the requirements of this article. The joint use of driveways and turning space shall be permitted when the rights to such use are conveyed and recorded by and to the mutual owners or users. (§ 26.08, Ord. 488)

Sec. 8-2.2509. Assessment district buildings and Uses.

The off-street parking requirements of this article may be modified by the Planning Director for any building or use located in an assessment district for the provision of off-street parking provided the land for such parking has been acquired and is in use and provided, further, that the Planning Director finds the parking needs for the particular building or use are substantially met by the spaces provided in the assessment district. (§ 26.09, Ord. 488)

Sec. 8-2.2510. Location of required spaces.

(a) Off-street parking facilities required for the uses set forth in this article and for other similar uses shall be on the same lot as the structure they are intended to serve or on an immediately adjacent and contiguous lot. When practical difficulties, as determined by the Planning Director, prevent the establishment of such facilities upon the same or an immediately adjacent contiguous lot, they may be located within 400 feet of the premises to which the parking requirements pertain.

(b) Off-street loading facilities required for the uses set forth in this article and for similar uses shall in all cases be on the same lot or parcel of land as the structure such facilities are intended to serve. In no case shall the required off-street loading space be part of the area used to satisfy the off-street parking requirements of this chapter unless it is determined by the Planning Director that the hours of use would not coincide. (§ 26.10, Ord. 488)

Sec. 8-2.2511. Access to areas and spaces.

There shall be adequate provision for entering and exiting from all parking and loading areas and spaces, including paved areas needed for turning movements so that vehicles may exit without having to back out into a public street. In order to accomplish such requirement, any or all of the following conditions may be required by the Planning Director:

(a) That all parts of the lot abutting a public street or private right-of-way, other than entrances and exits, shall be so bumpered or curbed that vehicles can enter and exit only at the locations designated for such purpose;

(b) That "entrance" and "exit" signs shall be painted on the pavement or permanently installed on poles of a size and type and in a manner approved by the Road Commissioner; and

(c) That there shall be provided a paved access drive of at least ten (10') feet in width, in the case of a single-family dwelling or duplex, and of a width prescribed by the Planning Director in all other instances unless otherwise required by the provisions of this chapter. (§26.11, Ord. 488)

Sec. 8-2.2512. Screening and landscaping.

Off-street parking areas for more than five (5) vehicles shall be screened effectively by a masonry wall or solid fence, of a design acceptable to the Planning Director, along each side or rear lot line which adjoins a residential (R) zone; provided, however, such wall, from the front property line to a depth equal to the required front yard on the abutting R-zoned property, shall be three (3') feet in height and shall be maintained in good condition without any advertising thereon. As an alternative, screen planting of plant material and design approved by the Planning Director may be substituted for a solid fence or wall provided a bond in an amount specified by the Planning Director, guaranteeing the installation and maintenance of such screen planting, is posted with the County. The Commission may modify any or all of such screening requirements when, due to special conditions of the size or shape of the lot, differences in elevations between lots, or intervening features, such as waterways and other man-made or geographical features, or the distance of the parking area from the adjoining lot, it reasonably appears that the objectives of this section are otherwise accomplished. (§26.12, Ord. 488)

Sec. 8-2.2513. Paving.

Except as otherwise provided in this section and in subsection (a) of Section 8-2.2503 of this article, all off-street parking and loading areas, including drive-in establishments, service stations, and vehicle or equipment storage or sales areas, shall be paved, graded, and drained so 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, unloading, parking, and storage of vehicles and equipment. Surfacing materials required to satisfy the paving regulations may be modified

by the Commission when the Commission finds that the location of the parking or storage area or the nature or weight of the vehicles or equipment is such as to make the normally required surfacing materials unnecessary. (§ 26.13, Ord. 488, as amended by § 1, Ord. 488.48)

Sec. 8-2.2514. Lighting.

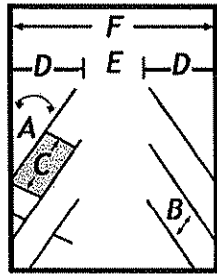
Any lighting used to illuminate an off-street parking or loading area shall be so arranged as to direct the light away from any adjoining lots. (§26.14, Ord. 488)

Sec. 8-2.2515. Continuing obligation of owners.

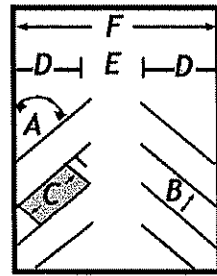
The requirements for off-street parking and off-street loading space applicable to newly erected or substantially altered structures or uses of land requiring off-street parking and/or loading shall be a continuing obligation of the owner of the site on which any such structure is located or such use is made so long as the structure is in existence and/or the use requiring vehicular parking or truck loading facilities continues. It shall be unlawful for the owner of any such site or building affected by the provisions of this chapter to discontinue, change, or dispense with, or cause a discontinuance or change of, the required vehicle parking or loading space, apart from the discontinuance of the use or the sale of the structure and required parking and loading space, unless the owner establishes alternative parking and loading space which meets the requirements of, and is in compliance with, the provisions of this chapter. It shall be unlawful for any person to use a building or site without acquiring such land for vehicle parking or loading space which meets the requirements of, and is in compliance with, the provisions of this chapter, and it shall be unlawful for any owner or person making use of land and/or structures requiring the use of off-street parking and/or loading areas to allow the paving, drainage, and marking of such area and the entrances and exits to deteriorate to such an extent that the area cannot reasonably and conveniently be used for the purposes required by this section. (§ 26.15, Ord. 488)

Figure 8-2.25: Minimum Off-Street Parking Dimensions

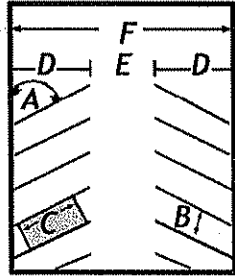
Angle of Parking (in degrees)	Space Width (in feet)	Space Length (in feet)	Space Depth (In feet from curb)	Drive Aisle Width (in feet)
(A)	(B)	(C)	(D)	(E)
Parallel (0°)	8	18	8	12 (one-way)
30°	8	18	16	10 (one-way)
45°	8	18	18.4	11 (one-way)
60°	8	18	19.6	18 (one-way)
90°	8	18	18	24 (two-way)



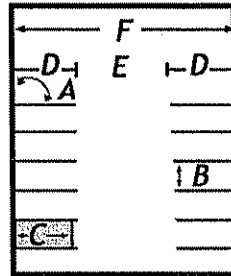
30° Parking Spaces



45° Parking Spaces



60° Parking Spaces



90° Parking Spaces

