



RESOLUTION NO. 202-2015

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

**ADOPTION OF PARKING AND LOADING STANDARDS**

**WHEREAS**, the County of El Dorado is mandated by the State of California to maintain an adequate and proper General Plan; and

**WHEREAS**, the County of El Dorado adopted a General Plan in 2004; and

**WHEREAS**, many General Plan policies, programs, and implementation measures are implemented through the Zoning Ordinance; and

**WHEREAS**, the El Dorado County Board of Supervisors adopted Resolutions of Intention No. 183-2011 and No. 184-2011 authorizing a comprehensive update of the Zoning Ordinance as part of the Targeted General Plan Amendment – Zoning Ordinance Update Project; and

**WHEREAS**, as part of the comprehensive Zoning Ordinance Update, the County has developed new and/or updated community design standards to augment those standards found in the Zoning Ordinance Update; and

**WHEREAS**, to help reduce road congestion and traffic hazards, to promote storm water quality and management practices, to provide safe and convenient access to businesses, public services and places of public assembly, and to promote an attractive environment through parking area landscape and design, the County has developed updated parking and loading standards to ensure the provision and maintenance of safe, adequate and well designed off-street parking facilities; and

**WHEREAS**, parking and loading standards can provide clear and graphic direction for development and can serve as a tool for an applicant when designing a project; and

**WHEREAS**, design standards can assist staff and applicants with project processing; and

**WHEREAS**, design standards serve as a basis for quality design resulting in a higher quality of life for residents, business owners and visitors within the unincorporated areas of El Dorado County,

**NOW, THEREFORE, BE IT HEREBY RESOLVED** that the County of El Dorado Board of Supervisors hereby adopts design standards, attached as Exhibit A, and identified as the Parking and Loading Standards, to apply to all public and private parking facilities within the unincorporated areas of El Dorado County.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that as the County has recently completed a comprehensive recodification of its entire code of ordinances, code references within the above standards may require minor reformatting, as needed, for consistency with the County's code of ordinances, and to maintain internal consistency within applicable section(s) of the Zoning Ordinance.

**PASSED AND ADOPTED** by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held the 15th day of December 2015, by the following vote of said Board:

Ayes: Novasel, Ranalli, Mikulaco, Frentzen, Veerkamp

Noes: None

Absent: None

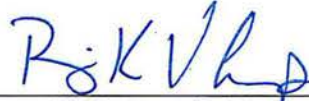
Attest:

James S. Mitrisin

Clerk of the Board of Supervisors

By:

  
Deputy Clerk



Chair, Board of Supervisors  
Brian K. Veerkamp

EXHIBIT A



**Community Design Standards**

**In accordance with the Zoning Ordinance Update**

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***Parking and Loading Standards***

**Adopted December 15, 2015**

# **Community Design Standards**

## **Parking And Loading Standards**

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### **PARKING AND LOADING**

#### **Sections:**

- 4.1 Purpose and Intent
- 4.2 Definitions
- 4.3 Parking Plan Required
- 4.4 Special Parking Requirements and Adjustments
- 4.5 Material and Passenger Loading/Unloading Areas
- 4.6 Recreational Vehicle Parking
- 4.7 Parking Lot Design Standards
- 4.8 Parking Lot Construction and Maintenance Standards
- 4.9 Non-conforming Parking

#### **4.1 Purpose and Intent**

The purpose of this Chapter is to ensure the provision and maintenance of safe, adequate, and well-designed off-street parking facilities in conjunction with a use or development in order to protect the public health, safety, and welfare. The intent is to reduce road congestion and traffic hazards, to promote storm water quality and management practices, to provide safe and convenient access to businesses, public services, and places of public assembly, and to promote an attractive environment through design and landscape standards for parking areas.

#### **4.2 Definitions**

“**Active use area (AUA)**” shall mean all developed areas within a building except for storage areas, restrooms, and employee lunchroom/cafeteria(s).

“**Gross floor area (GFA)**”. See Article 8

“**Outside use area (OUA)**” shall mean the total square footage of an area enclosed by fences, gates, walls, buildings, landscaping or other features which define the perimeter of the outdoor area where uses and activities are or may be conducted, including, but not limited to recreational use, retail sales, rentals, and restaurant seating.

“**Transportation Demand Management Plan (TDM)**” shall mean a program designed by an employer to reduce the amount of traffic generated by either new nonresidential development or the expansion of existing nonresidential development, by using a combination of services and incentives to maximize the potential for alternative transportation usage and encourage efficient utilization of existing transportation facilities.

#### **4.3 Parking Plan Required**

- A. A parking plan showing all off-street parking spaces, parking aisles, and access to parking areas shall be required, as follows:

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1. At the time of submittal of an application for a building permit for construction of any building or structure that requires parking under this Section;
  2. For an expansion or addition to increase the floor area, lot coverage, or seating capacity of an existing use or structure that requires additional parking under this Chapter;
  3. When a more intensive land use is established requiring more parking than a previous use; or
  4. At the time of submittal of any discretionary application.
- B. The parking improvements shown on the approved plan shall be constructed prior to occupancy of any structure, or the commencement of any approved use.
- C. Minor revisions to an approved parking plan may be approved by the Director. If the parking plan was approved as a part of a discretionary permit, the Director shall refer revisions to the review authority if the revisions have the potential to raise new issues that were not reviewed or are substantial enough to warrant further review at public hearing.

#### **4.4 Special Parking Requirements and Adjustments**

The following special requirements and adjustments may apply to the parking standards set forth in Section 17.35.040:

- A. **Increases and Decreases in Requirements.** The required number of parking spaces may be increased or decreased by the Director or review authority, as part of a discretionary permit, as follows:
1. The number of parking spaces required by this Chapter may be increased when it is determined that the proposed use would have a parking demand in excess of the requirements of this Chapter.
  2. The number of parking spaces required for commercial and industrial uses may be decreased from the requirements of this Chapter where the review authority finds all of the following:
    - a. The intent of the parking ordinance is preserved;
    - b. The parking provided is sufficient to serve the use for which it is intended; and
    - c. The modification will not be detrimental to the public health, safety, or welfare.

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3. In considering requests for an increase or decrease in the number of parking spaces, the review authority shall consider:
  - a. Size and type of use or activity;
  - b. Composition and number of tenants;
  - c. Peak traffic and parking loads;
  - d. Rate of turnover based on the following criteria, as applied in Table 17.35.040.1:
    - (1) High intensity areas are those having rapid turnover of less than two hours;
    - (2) Medium intensity areas are those where vehicles are parked from two to four hours;
    - (3) Low intensity areas have minimum turnover and few repeat users, such as long-term and employee parking lots.
  - e. Availability of public transportation including carpools or employer-provided transportation.
  - f. Payment of in-lieu fees authorized by the County Transit Authority for public transportation facilities, if available, or other options that support mass transportation alternatives.
  - g. The extent and effectiveness of a proposed TDM program including its monitoring plan.
- B. **Reduction Methods.** The following reductions in required parking can be applied separately or in concert with each other, providing findings under Paragraph A.2 above can be made.
  1. **Reduction for On-street Parking.** Where on-street parking is available on public streets fronting the subject property, the required off-street parking may be reduced by one space for each available on-street space adjoining the property. Determination of availability of on-street parking shall be made by the review authority after consultation with the Department of Transportation and the local fire district.
  2. **Reduction for Rear-lot Parking.** The required off-street parking for commercial and civic uses located in a community region or rural center may be reduced by 10 percent when the project locates the parking area behind the structure(s) so that the parking area is not visible from the road frontage, sidewalks or other pedestrian accessways are available, and a transit stop is within 300 feet of the site.
  3. **Shared Parking.** Shared parking shall be permitted as follows:

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- a. Where two or more nonresidential uses on a single site or adjacent sites are developed, a parking analysis shall be required demonstrating parking demand based on distinct and differing hours of use and peak traffic periods. Table 4.4.A below shall be the default method of calculation, however, variations may be allowed subject to Director review and approval.

**Table 4.4.A Calculating Shared Parking by Use Types (in percents)**

Use Type	Weekday		Weekend		Nighttime
	Daytime 8 am - 6 pm	Evening 6:01 pm – 12am	Daytime 8 am - 6 pm	Evening 6:01 pm – 12am	12:01am – 7:59am
Office/Industrial	100%	10%	10%	5%	5%
Retail/Service	60	90	100	70	5
Lodging	75	100	75	100	75
Restaurant	50	100	100	100	10
Recreation/Entertainment	40	100	80	100	10
Churches/Assembly	40	80	100	100	5
Schools	100	75	40	40	5

- b. Shared parking shall be calculated as follows:
- (1) Parking shall be determined for each use as though it were a separate use, based on Table 4.4.A;
  - (2) Each amount of required parking shall be multiplied by the corresponding percentage for each time period;
  - (3) The parking requirement shall be totaled for each column; and
  - (4) The column with the highest value shall be the total parking space requirement.

### Example: Calculating Shared Parking Requirement

For a development of office, retail, and restaurant uses that require the following number of spaces for each separate use:

Office	50
Retail	75
<u>Restaurant</u>	<u>60</u>

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### 185 Total required spaces

Under shared parking requirements using Table 4.4.A:

Use Type / Space Requirements	Weekday		Weekend		Nighttime 12:01am – 7:59am
	Daytime 8 am - 6 pm	Evening 6:01 pm – 12am	Daytime 8 am - 6 pm	Evening 6:01 pm – 12am	
Office / 50	(50 x 100% =) 50	(50 x 10% =) 5	(50 x 10% =) 5	(50 x 5% =) 3	(50 x 5% =) 3
Retail / 75	(75 x 60% =) 45	(75 x 90% =) 68	(75 x 100% =) 75	(75 x 70% =) 53	(75 x 5% =) 4
Restaurant / 60	(60 x 50% =) 30	(60 x 100% =) 60	(60 x 100% =) 60	(60 x 100% =) 60	(60 x 10% =) 6
<b>Total</b>	<b>125</b>	<b>133</b>	<b>140</b>	<b>116</b>	<b>13</b>

The “weekend daytime” is the highest use period and the hypothetical mixed use project would require 140 parking spaces, thereby reducing the parking requirement by 45 spaces.

- c. The following restrictions shall apply to shared parking provisions:
  - (1) Reserved parking spaces shall be prohibited.
  - (2) Where shared parking occurs on adjoining lots, a maintenance agreement, in a form acceptable to the County. Said agreement shall provide for common maintenance of the parking area and shall state that any change in occupancy shall be subject to proof that sufficient parking is available.

**4. Off Site Parking.** Required parking for commercial or industrial uses may be located off site when all of the following requirements are met:

- a. Off-site parking is located on a site where parking is otherwise allowed and is located within 500 feet of the site which it is intended to serve.



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- b. Parking requirements shall be met for both on site and off site uses either in total or as allowed by any of the reduction methods under this Subsection.
  - c. There shall be no hazardous traffic safety conditions for pedestrians utilizing an off site parking facility.
  - d. An off site parking easement is granted ensuring the continued availability of the off-site parking facilities for the life of the use that it is intended to serve, in compliance with Chapter 17.65 (Covenant of Easement).
- C. **Handicap Parking.** Parking for the physically handicapped shall be provided as required in the building code, in compliance with the Americans with Disabilities Act (ADA).
- D. **Compact Car Spaces.** Where 10 or more parking spaces are required for commercial, industrial, recreational, or civic uses, compact spaces may be incorporated for up to ten percent of the required spaces. Multi-unit residential developments containing ten or more units may incorporate compact spaces for up to 20 percent of the required visitor parking. All compact parking spaces shall be clearly marked by surface paint or signage reserving each parking space for compact car use, only. Compact spaces shall be evenly distributed throughout the parking lot.
- E. **Carpool/Vanpool.** Voluntary installation of carpool/vanpool parking may be allowed in return for a reduction in total parking requirements as part of a Transportation Demand Management Plan approved by the review authority.
- F. **Motorcycle Parking.** Parking areas accommodating 100 cars or more shall designate five percent of their required parking space for motorcycle use, rounded to the nearest whole number. General space requirements shall measure four feet wide by eight feet long per motorcycle, with adequate maneuvering space around the motorcycle. Two such spaces shall count as one car space.
- G. **Bicycle Parking.** Bicycle racks shall be designed to enable a bicycle to be locked to the rack and shall be installed in a manner that allows adequate access to the bicycle. General space allowances shall measure two feet wide by six feet long per bicycle, with a five foot maneuvering space behind the bicycle. Surfacing shall be consistent with adjacent sidewalk or parking areas. Bicycle parking shall be required for the following development:
- 1. **Office and Retail Commercial.** One bicycle space per every five required vehicle parking spaces up to the first 25 vehicle spaces. An additional bicycle space is required for every ten additional vehicle spaces or portion thereof. The maximum number of bicycle spaces required is 20, unless more are deemed necessary by the Director for major employment and commercial facilities.
  - 2. **Community Services - Minor and Public Recreation Facilities.** Thirty percent of the required number of vehicle spaces, to a maximum of 25 bicycle spaces, unless more are deemed necessary by the Director.

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3. **Elementary, Middle and High Schools.** One bicycle space per student at 25 percent of peak enrollment.
- H. **Drive-through Facilities.** Sites containing these facilities shall be in compliance with the following circulation and traffic control standards:
1. A drive-through facility shall be located at the rear or side of a commercial structure and not within any front setback area.
  2. Ingress to and egress from a drive-through facility shall be prohibited from driveway(s) directly facing a residential zone.
  3. A drive-through facility, including stacking areas for vehicles awaiting service, shall be a minimum of 50 feet from the nearest property line of any residentially zoned lot.
  4. Stacking lane(s) shall be physically separated from other traffic circulation on the site by concrete or asphalt curbing. The stacking lane(s) shall accommodate a minimum of four cars per drive-through window in addition to the car receiving service. The lanes shall be a minimum width of ten feet.
  5. Signage shall be provided to indicate the entrance, exit, and one-way path of drive-through lanes in compliance with Chapter 17.37 (Signs).
  6. Stacking areas shall not block access to any parking area or space required of a business. Lane striping to separate drive-through traffic from parking areas shall be provided from the nearest point of site access, as feasible, to the stacking lane(s).
  7. Where a facility exceeds the standards of Paragraphs 1 through 6 above, and is not located within a development that is subject to a discretionary permit, such as a Conditional Use, Design Review, or Development Plan Permit, a Conditional Use Permit shall be required.
  8. When a drive-through facility requires a Conditional Use Permit or is within a development that is subject to a discretionary permit, the review authority may impose a greater setback than is required under Paragraph 3 above, when it is determined necessary to mitigate impacts from noise, air pollution, lights, or other land use conflicts. The review authority may deny any application for a drive-through facility if it finds that the facility will add to the cumulative air quality impacts for a specified pollutant and the County is found to be in non-attainment status of either federal or state air quality standards for that pollutant.
- I. **Historic Structures.** The following exemptions and reductions in parking standards shall apply to all historic structures, as designated by the County:

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1. When a change or increase in intensity of use occurs in a historic structure no additional parking spaces shall be required.
2. When expansions or additions to an historic structure increase its square footage by more than 25 percent, additional parking shall be required. The revised parking requirement shall be calculated on the resultant total square footage of the structure, whether such total increase occurs at one time or in successive stages, such as with a phased project.

### 4.5 Material and Passenger Loading/Unloading Areas

- A. **Materials.** All uses which require the receipt or distribution of materials or merchandise by vehicle shall provide off-street loading spaces in the amount specified under Table 4.5.A, based on the projected demand intensity for the use as provided by the applicant, subject to approval by the review authority:

**Table 4.5.A Loading Bay Requirements**

Use Area (in square feet)	NUMBER PER LOADING BAY DEMAND		
	High	Medium	Low
Less than 10,000	1	0	0
10,000 to 30,000	2	1	0
30,001 to 60,000	3	2	1
60,001 to 100,000	4	3	2
100,001 to 150,000	5	4	3
Each additional 50,000	1	0.5	0.25

1. Area(s) provided for passenger loading and unloading required under Subsection B below, may be utilized for material loading/unloading at the discretion of the review authority based on the type of use and material, expected demand for loading/unloading the material, time of material delivery, and other relevant factors.
2. Industrial sites shall be self-contained and capable of handling all truck loading, maneuvering, and docking on site. The use of public roads for staging and/or maneuvering is prohibited.
3. The review authority may modify the loading zone requirements in special circumstances based on the specific nature of the use or combination of uses, the design characteristics of the project and site dimensions, the impacts to surrounding properties, and public safety.

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- B. **Passengers.** Vehicle turn-out lanes for passenger loading and unloading shall be provided outside of the normal circulation lane for the following uses:
  - 1. Apartments/condominiums containing 50 units or more.
  - 2. Retail sales and service uses containing 30,000 square feet or more of building area.
  - 3. Hotels/motels containing 50 units or more.
  - 4. Schools and child day care facilities with 50 or more students.
  - 5. Public buildings open for general use by the public.
  - 6. Public transportation facilities.
  - 7. River recreational use areas.
  - 8. Ski areas.
  
- C. All loading/unloading areas shall conform to the dimensions under Table 4.5.B:

**Table 4.5.B Dimensions of Loading/Unloading Areas**

<b>Use Type</b>	<b>Width</b>	<b>Length</b>	<b>Vertical Clearance</b>
Commercial Office, Recreational, and Civic	12 ft.	25 ft.	14 ft.
Other Commercial and Industrial	12 ft.	40 ft.	14 ft.

- D. All loading and unloading areas shall be marked appropriately with curb painting and/or signs that prohibit parking.

### 4.6 Recreational Vehicle Parking

- A. Recreational vehicle (RV) parking spaces shall be required as set forth in Table 17.35.040.1.
  
- B. In residential zones, RV parking or storage shall be limited to one such vehicle per lot. RV parking or storage shall not encroach into any required setback area and shall be screened from public view.

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- C. Where RV parking and storage areas are provided in association with a mobile/manufactured home park, townhouse, apartment, or other multi-unit residential development, such parking shall be screened with fencing or landscaping.

#### **4.7 Parking Lot Design Standards**

The following standards shall apply to all parking lots required under this Chapter.

- A. **Parking Lot Dimensions.** Parking lot dimensions shall conform to requirements under the El Dorado County Standard Plans Manual, Standard Plan RS-90.
- B. **Controlled Access.** Every parking and loading stall shall be accessible from the drive aisle without displacement of other vehicles.
- C. **Public Road Access.** Except for single-unit residential dwellings, as defined in Article 8, parking stalls shall be designed so as to prohibit the backing of vehicles directly into any public road right-of-way or easement in order to exit the site.
- D. **Vertical Clearance.** Every parking stall and drive aisle shall have a minimum of eight feet vertical clearance.
- E. **Snow Removal Storage.** Parking areas located at the 4,000 foot elevation or higher shall provide snow removal storage areas. Such storage areas shall be equivalent to 10 percent of the surface used for parking and access and shall not utilize any required parking spaces. Landscaping areas may be utilized for this purpose in compliance with Section 17.34.060 (Maintenance and Protection).
- F. **Parking Area Gradient.** All parking areas shall be graded to provide adequate drainage of all surface areas into an on-site drainage improvement or stormwater drainage system, in compliance with the gradient standards in the Land Development Manual (LDM).
- G. **Landscaping Required.** Landscaping shall be required for all parking lots consistent with the requirements set forth in Chapter 17.33 (Landscaping Standards).

#### **4.8 Parking Lot Construction and Maintenance Standards**

Based on parking lot turnover set forth in Table 4.8.A, all required parking and loading areas shall conform to the following surfacing requirements, as provided in the LDM, unless otherwise allowed under Article 4 for a specific use:

**Table 4.8.A Parking and Loading Area Surfacing Requirements**

Location	PARKING LOT TURNOVER		
	High	Medium	Low
A. Community Region	Asphalt / Concrete	Asphalt / Concrete	Asphalt / Concrete
B. Rural Center	Asphalt / Concrete	Asphalt / Concrete	Chip Seal
C. Rural Region	Asphalt / Concrete	Chip Seal	Gravel

**Wheel Stops.**

1. All parking spaces adjacent to sidewalks or landscaping, other than for single-unit residential dwellings, shall provide concrete wheel stops a minimum of three feet between the farthest edge of the wheel stop and the nearest edge of the sidewalk or landscaped area.
2. Wheel stops may be eliminated adjacent to landscape areas in compliance with Paragraph 17.33.050.C.3 (Landscape Standards).
3. Wheel stops shall be anchored securely to the asphalt.

D. **Directional Arrows and Signage.** Aisles, approach lanes, pedestrian crossings, and loading/unloading areas shall be clearly marked with directional lines, arrows and/or signs to facilitate traffic movement and ensure pedestrian safety.

E. **Maintenance.** All parking and loading areas, drive aisles, and access drives shall be maintained in good condition and kept free of outside storage and debris.

**4.9 Non-conforming Parking**

No additional parking spaces shall be required for those existing uses made noncompliant with parking standards on the effective date of this Chapter, subject to the following:

- A. Whenever the existing use is enlarged, expanded, or intensified, additional parking spaces shall be provided only for the enlargement, expansion, or intensification subject to the standards in this Chapter.

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- B. Whenever the existing use is changed to a new use where the parking requirement becomes 50 percent higher, parking for the entire site shall be consistent with the requirements and standards of this Chapter.