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Received City of Ojai

APR 05 2022

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April 5, 2022

VIA HAND DELIVERY

Cynthia Burrell
City Clerk
City of Ojai
401 S. Ventura St.
Ojai, CA 93023

Re: Initiative measure titled On-Site Valet Parking Initiative.

Dear Ms. Burrell:

For your immediate attention, enclosed please find the following documents relating to an initiative titled the On-Site Valet Parking Initiative (the "Initiative"):

- (1) Notice of Intent to Circulate Petition (Elections Code, § 9202);
- (2) Text of the Initiative (Elections Code, § 9202);
- (3) Certifications regarding use of signatures (Elections Code, § 9608); and
- (4) Initiative proponent's authorization for Strumwasser & WoocheLL LLP to handle the filing of the Initiative petition, as well as any related actions and/or correspondence with elections officials relating to the Initiative (Elections Code, § 9210).

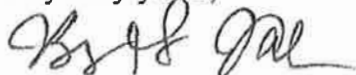
Pursuant to Elections Code section 9203(a), this letter shall serve as formal written request that a ballot title and summary of the measure be prepared by the City Attorney.

The name and address of the person proposing this measure (the "proponent") is:

Leslie Hess
827 Foothill Lane
Ojai, CA 93023

Please do not hesitate to contact me if you have any questions. Thank you for your assistance.

Very truly yours,



Beverly Palmer

Notice of Intent to Circulate Petition

Notice is hereby given by the person whose name appears hereon of their intention to circulate the petition within the City of Ojai for the purpose of limiting valet parking to on-site parking only. A statement of reasons of the proposed action as contemplated in the petition is as follows:

Most of us live in Ojai for a reason. We value our unique low key lifestyle that is markedly different from most towns in Southern California and includes a beautiful natural and built environment. We know we're at a tipping point and that our small town way of life could give way to gentrification and economic expansion pressures to the extent that Ojai no longer feels like a unique historic rural town, but rather like an urban city that is too often overrun with tourism. Many before us have worked very hard to keep our town's soul intact. In fact, in an effort to protect Ojai's local small scale merchants and the unique character and lifestyle we all enjoy, in 2007 the Ojai City Council voted to enact an ordinance that limits chain stores from establishing locations in our town. Now, in a similar effort to protect our small town from becoming overcrowded, a little too fancy and subservient to high-end tourism and commerce, and to instead further support the daily quality of life for residents and access to local businesses by those who live here, we propose this initiative to limit the use of valet parking. This initiative limits valet parking to locations where cars are parked for patrons of a business that is sited on the same premises. Valet parking attendants can only park cars on those same premises as set forth in this policy.


Leslie Hess

SIGNED STATEMENT OF PROPONENT

(Elec. Code, § 9608)

I, Ledie Hen, acknowledge that it is a misdemeanor under state law (section 18650 of the Elections Code) to knowingly or willfully allow the signatures on an initiative petition to be used for any purpose other than qualification of the proposed measure for the ballot. I certify that I will not knowingly or willfully allow the signatures for this initiative to be used for any purpose other than qualification of the measure for the ballot.

Ledie Hen

Signature of Proponent

Dated this 5 day of April, 2022.

AUTHORIZATION FOR COUNSEL TO HANDLE PETITION FILING

(Elec. Code, § 9210)

I, Zedie Hen, as a proponent of the On-Site Valet Parking Initiative (the "Initiative"), hereby authorize my legal counsel, Beverly Grossman Palmer of Strumwasser & Woocher LLP, to handle the filing of the Initiative for title and summary, filing of the Initiative petition, and any other actions and/or correspondence with your office, or any other elections officials, relating to the Initiative.

Zedie Hen

Signature of Proponent

Dated this 5 day of April, 2022.

The people of the City of Ojai do ordain as follows:

Section 1. Title.

This initiative measure ("Initiative") shall be known as the **"On-Site Valet Parking Initiative."**

Section 2. Findings and Purpose.

A. Findings. The people of the City of Ojai find and declare the following:

1. Residents of Ojai value their unique, low-key lifestyle, markedly different from most towns and cities in Southern California, including a beautiful natural and built environment.
2. Residents believe that Ojai is at a tipping point, and its small town way of life could give way to gentrification and economic expansion pressures that would change the feel of Ojai from a unique historic rural town to an urban city, and one that is too often overrun with tourism.
3. In the past, our City Council took positive steps to ensure that this unique small town environment was maintained, including enacting the Formula Business Ordinance in 2007, which regulates the location and design of formula business establishments, or chain stores, in Ojai in order to maintain its small town character, diversity of the community's unique commercial areas, and quality of life for residents and visitors.
4. This Initiative proposes that voters decide another question relating to preserving Ojai's small town atmosphere by imposing reasonable regulations and restrictions on the use of valet parking at Ojai businesses.
5. Off-site valet parking impacts Ojai residents and their neighborhoods, by increasing the number of vehicle trips to and from a business as valets park and retrieve vehicles, and presents the possibility of use of scarce public parking spaces on public rights-of-way or in public parking facilities by valet parking operations or businesses.
6. The purpose of this Initiative is to propose to the voters an amendment to the Municipal Code that prohibits the parking of cars by valet parking operators or businesses at locations that are not on the same premises as the business at which the valet parking is operating, and also prevents use of public right-of-way or public property for valet parking operations.

Section 3. Ordinance Amendments

The voters hereby amend Title 10, Chapter 2, Article 14 of the Ojai Municipal Code, the of the City of Ojai, to insert the following new section 10-2.1411.5:

Sec. 10-2.1411.5: Valet Parking

- (a) No Person shall be permitted to utilize Valet Parking at any commercial use of any type, unless all parking and storing of vehicles for Valet Parking by the Operator will be on the same premises as that commercial use.
- (b) No Operator shall park or temporarily store any vehicle during Valet Parking activities at any privately owned location other than the premises at which the vehicle occupants tendered the vehicle for Valet Parking purposes.
- (c) No Operator shall park, temporarily store, or move any vehicle during any Valet Parking activities in any portion of the Public Right-of-Way or any Public Parking Facility.
- (d) These regulations do not apply to special events obtaining City permits, so long as the permit applicant does not hold events at the same location more than six times per year, nor to events at residential uses utilizing valet parking on a non-commercial basis.
- (e) Definitions. For purposes of this section, the following words shall have the following meanings:
 - (1) "Valet Parking" shall mean the receiving, taking possession of, driving, moving, parking or storing of any vehicle that is left by the vehicle occupants to be moved and parked at a location that is not where the vehicle occupants left the vehicle, whether or not a charge is imposed for this service.
 - (2) "Operator" shall mean any Person engaged in the business of Valet Parking.
 - (3) "Person" shall mean a natural person, firm, partnership, association, corporation, or other entity.
 - (4) "Public Right-of-Way" shall mean any area dedicated for public use as a public street, pedestrian way or other thoroughfare, including but not limited to, roadways, parkways, alleys, sidewalks, and pedestrian ways.
 - (5) "Public Parking Facility" shall mean surface lots or structures owned by the City of Ojai or by a private property owner and made available for public parking.
- (f) Future regulation of Valet Parking. The City Council may adopt additional regulation(s) of parking, so long as any such regulation(s) maintain these prohibitions on the use of Public Right-of-Way and Public Parking Facilities, and requires all parking and temporary storage of vehicles parked by an Operator as part of Valet Parking activities to be located on the same premises as the business that provides the Valet Parking.

Section 4. Effect of Initiative on Existing Code Provisions

The Initiative does not adopt, alter, or change any provision of the Municipal Code, other than those identified in Section 3, nor does it affect any land use classifications or zoning on any real property in the City of Ojai.

Section 5. Implementation

- A. This Initiative is considered adopted and effective upon the earliest date legally possible after either the City Council adopts the Initiative as law upon its qualification or, if it is placed on the ballot, the elections official certifies the vote on the Initiative by the voters of the City of Ojai. Upon the effective date of this Initiative, the City is directed to promptly take all appropriate actions needed to implement this Initiative, including but not limited to taking any administrative steps necessary to update any and all Codes of Ordinances, and any other documents maintained by the City so they conform to the legislative policies set forth in this Initiative.
- B. Upon the effective date of this Initiative, the provisions of Section 3 (Ordinance Amendments) of this Initiative are hereby inserted into the Ojai Municipal Code. The City may reorganize, renumber, and/or reformat the provisions of Section 3 of this Initiative, provided that the full text is inserted into the Municipal Code without alteration.

Section 6. Effect of Other Measures on the Same Ballot

It is the voters' intent to regulate valet parking and require valet parking on-site, not at off-site locations nor in public rights-of-way or public parking facilities. To ensure that this intent is not frustrated, and in the event this Initiative is not adopted by the City Council as law, this Initiative shall be presented to the voters as an alternative to, and with the express intent that it will compete with, any and all voter initiatives or City-sponsored measures placed on the same ballot as this Initiative and which, if approved, would regulate the use or development of the subject properties in any manner whatsoever (each, a "Conflicting Initiative"). In the event that this Initiative and one or more Conflicting Initiatives are adopted by the voters at the same election, then it is the voters' intent that only that measure that receives the greatest number of affirmative votes shall control in its entirety and said other measure or measures shall be rendered void and without any legal effect. In no event shall this Initiative be interpreted in a manner that would permit its operation in conjunction with the non-conflicting provisions of any Conflicting Initiative. If this Initiative is approved by the voters but superseded by law in whole or in part by any other Conflicting Initiative approved by the voters at the same election, and such Conflicting Initiative is later held invalid, this Initiative shall be self-executing and given full force of law.

Section 7. Interpretation and Severability

- A. This Initiative must be interpreted so as to be consistent with all federal and state

laws, rules, and regulations. If any section, sub-section, sentence, clause, phrase, part, or portion of this Initiative is held to be invalid or unconstitutional by a final judgment of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this Initiative. The voters declare that this Initiative, and each section, sub-section, sentence, clause, phrase, part, or portion thereof, would have been adopted or passed irrespective of the fact that any one or more sections, sub-sections, sentences, clauses, phrases, part, or portion is found to be invalid. If any provision of this Initiative is held invalid as applied to any person or circumstance, such invalidity does not affect any application of this Initiative that can be given effect without the invalid application.

B. If any portion of this Initiative is held by a court of competent jurisdiction to be invalid, we the People of the City of Ojai indicate our strong desire that: (i) the City Council use its best efforts to sustain and re-enact that portion, and (ii) the City Council implement this Initiative by taking all steps possible to cure any inadequacies or deficiencies identified by the court in a manner consistent with the express and implied intent of this Initiative, including adopting or reenacting any such portion in a manner consistent with this Initiative.

C. The Proponents of this Initiative, and any committee formed to support this Initiative, shall have standing to enforce and defend the provisions of this Initiative in any judicial forum, as necessary.

D. This Initiative must be broadly construed in order to achieve the purposes stated above. It is the intent of the voters that the provisions of this Initiative be interpreted or implemented by the City and others in a manner that facilitates the purpose set forth in this Initiative.

Section 8. Amendment

The provisions of this Initiative can be amended or repealed only by a majority of voters of the City of Ojai voting in an election held in accordance with state law.

Section 9. Inconsistent Provisions Repealed

Any provisions of the City of Ojai Municipal Code, or any other ordinances of the City inconsistent with this Initiative, to the extent of such inconsistencies and no further, are hereby repealed. This Initiative expresses the voters' intent to eliminate any possible inconsistency between existing code provisions and the municipal code as amended herein.

Section 10. Exhibits

The following Exhibit A is provided for reference for the voters and incorporated by reference herein. Exhibit A is the full text of Ojai Municipal Code Title 10, Chapter Two, Article Fourteen as of March 31, 2022. These provisions are included as an exhibit to provide context and information regarding the City's current parking regulations and requirements. The inclusion of this Exhibit is not intended to amend any of these provisions, other than those specifically amended in this Initiative.

Exhibit A: Voter Reference Material Only
Ojai Municipal Code, Title 10, Chapter 2, Article 14

Article 14. Parking and Loading Standards

Sec. 10-2.1401. Purpose of article.

The provisions of this article are intended to provide off-street parking and loading standards to:

- (a) Provide for the general welfare and convenience of persons within the City by designating and reserving those areas that are needed for parking facilities to meet the needs generated by specific uses and thereby avoiding substantial impediments to public access to limited availability of parking spaces;
- (b) Provide accessible, attractive, secure, and well-maintained off-street parking and loading facilities and preventing public streets from becoming de facto used vehicle lots;
- (c) Increase public safety by reducing congestion on and reserving the primary purpose of public streets to facilitate traffic movement;
- (d) Ensure access and maneuverability for emergency vehicles;
- (e) Provide loading and delivery facilities in proportion to the needs of allowed uses.

Sec. 10-2.1402. Applicability.

Every use, including a change or expansion of a use or structure, shall have appropriately maintained off-street parking and loading areas in compliance with the provisions of this article. A use shall not be commenced and structures shall not be occupied until improvements required by this article are satisfactorily completed.

Sec. 10-2.1403. General parking regulations.

- (a) 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 approval of a temporary use permit may allow the temporary reduction of parking or loading spaces in compliance with Section 10-2.2202
- (b) Owners, lessees, tenants, or persons having control of the operation of a premises for which parking or loading spaces are required by this article shall not prevent, prohibit, or restrict authorized persons from using these spaces without prior approval of the Director.
- (c) Vehicles, trailers, or other personal property shall not be parked on private property for the purpose of displaying the vehicle, trailer, or other personal property for sale, hire, or rental. However, one (1) vehicle or trailer owned by a person may be so displayed, so long as each displayed vehicle or trailer is not parked in any one (1) public location for more than forty-eight (48) consecutive hours nor more than fourteen (14) days total, whether or not consecutive, in any number of public property locations.
- (d) Tandem parking shall not be permitted without prior approval of the Commission.

Sec. 10-2.1404. Single-family parking regulations.

- (a) Off-street covered parking accommodations for a minimum of two (2) motor vehicles shall be provided and continuously maintained for each single-family dwelling.

- (b) Each off-street parking space shall be at least nine (9') feet wide and twenty (20') feet long. Each enclosed garage shall have minimum inside dimensions of ten (10') feet by twenty (20') feet for a one (1) car garage or carport. A two (2) car garage or carport shall have minimum inside dimensions of twenty (20') feet by twenty (20') feet.

- (c) Existing garages or carports shall not be converted to other uses unless and until the minimum requirements of this article are satisfied.

- (d) Not more than fifty (50%) percent of a required front yard shall be designed, improved, or used for access driveways.

Sec. 10-2.1405. Number of parking spaces required.

Each use shall provide at least the minimum number of off-street parking spaces required by this article, except where a greater number of spaces is required through land use entitlement approval or where an exception has been granted through approval of a discretionary permit.

- (a) Each land use shall provide the number of off-street parking spaces required by Table 3-5. Additional spaces may be required/approved through discretionary entitlement approval.

- (b) When a structure is enlarged or increased in capacity or intensity, or when a change in use requires more off-street parking, additional parking spaces shall be provided in compliance with this article. Also see Article 13 of this chapter.

- (c) A site with multi-tenants shall provide the aggregate number of parking spaces required for each separate use; except where the site is developed as a recognized shopping center, the parking ratio shall be that required for the shopping center as a whole as provided in Table 3-5. When a multi-tenant shopping center includes uses whose parking requirements are greater than a typical shopping center (e.g., restaurants, theaters) additional parking shall be required unless a specific parking reduction is approved in compliance with Section 10-2.1406

- (d) Land uses not specifically listed in subsection (a) above shall provide parking as required by the Director. The Director shall use the requirements of subsection (a) as a guide in determining the minimum number of off-street parking spaces to be provided.

- (e) Off-street parking spaces in excess of the requirements in Table 3-5 may be approved in conjunction with a discretionary entitlement, and when additional landscaping and pedestrian improvements are also provided.

- (f) Where fixed seating is provided in the form of benches or bleachers, a seat shall be construed to be eighteen (18") inches of bench space for the purpose of calculating the number of required parking spaces as provided in Table 3-5.

- (g) The number of parking spaces required by this article does not include spaces needed for the parking of company-owned vehicles. Parking spaces for company-owned vehicles shall be provided in addition to the requirements for a particular land use as provided in Table 3-5.

- (h) When the parking requirements in Table 3-5 are based on structure square footages, they shall be based on the gross floor area of the structure.

Table 3-5

PARKING REQUIREMENTS BY LAND USE

Land Use Type	Vehicle Spaces Required
Manufacturing Processing and Warehousing	
General manufacturing, industrial, and processing uses	1 space for each 500 sq. ft. of floor area for the first 25,000 sq. ft.; and 1 space for each 1,000 sq. ft. thereafter. Office space may comprise up to 20% of the total floor area without providing additional parking. Parking requirements for the office space comprising more than 20% of the total floor area shall be calculated separately as provided by this table for "Offices."
Recycling facilities	Determined by Design Review Permit.

Research and development, laboratories	1 space for each 300 sq. ft. of floor area, plus 1 space for each company-owned vehicle.
Warehouses and storage facilities	1 space for each 1,000 sq. ft. of floor area for the first 25,000 sq. ft., and 1 space for each 2,000 sq. ft. thereafter. Office space may comprise up to 20% of the total floor area without providing additional parking. Parking requirements for the office space comprising more than 20% of the total floor area shall be calculated separately as provided by this table for "Offices."
Wholesale and distribution operations not used exclusively for storage	1 space for each 1,000 sq. ft. of floor area for the first 10,000 sq. ft., and 1 space for each 2,000 sq. ft. thereafter. Office space may comprise up to 20% of the total floor area without providing additional parking. Parking requirements for the office space comprising more than 20% of the total floor area shall be calculated separately as provided by this table for "Offices."
Recreation, Education, Public Assembly	
Auditoriums, community centers, and other places of public assembly	1 space for each 4 seats, or 1 space for each 75 sq. ft. of floor area, whichever is greater.
Clubs, lodges, and private meeting halls	1 space for each 4 seats, or 1 space for each 100 square feet of floor area, whichever is greater.
Dance floors	1 space for each 250 sq. ft. of floor area.
Equestrian facilities	Determined by Design Review Permit.
Golf	
Golf courses and country clubs	7 spaces for each hole.
Golf driving range	1 space for each tee.
Miniature golf courses	2 spaces for each hole.
Indoor amusement/entertainment facilities	
Arcades	1 space for each 200 sq. ft. of floor area.
Skating rinks	1 space for each 100 sq. ft. of floor area.
Bowling alleys	5 spaces for each alley, plus additional spaces, as determined by the Director, for ancillary uses.
Health/fitness facilities/spas	1 space for each 100 sq. ft. of floor area.
Pool and billiard rooms	2 spaces for each table, plus additional spaces, as determined by the Director, for ancillary uses.
Swimming pools (public, private, and commercial)	1 space for each 100 sq. ft. of pool area (pool plus deck).
Libraries and museums	1 space for each 300 sq. ft. of floor area.
Outdoor commercial recreation	Determined by Planned Development Permit.
Religious facilities	1 space for each 4 seats, or 1 space for each 75 sq. ft. of floor area, whichever is greater.
Schools (public and private)	
Kindergarten and nursery schools	1 space for each employee, plus 1 space for each 10 children.
Elementary/Junior high	1 space for each employee, plus 1 space for each 8 students.
High school	1 space for each employee, plus 1 space for each 6 students.
Colleges, universities, and institutions of higher learning (including trade and business schools and art, music, and dancing schools)	1 space for each employee, plus 1 space for each 3 students.
Studios: art, dance, martial arts, music, photography	1 space for each 250 sq. ft. of floor area.
Tennis, handball, racquetball, or other courts	2 spaces for each court, plus 1 space for each 300 sq. ft. of floor area for ancillary uses.
Theaters	1 space for each 4 seats, or 1 space for each 75 sq. ft. of floor area, whichever is greater.
Residential Uses	
Caretaker, employee, or farm worker housing	1 space for each 4 persons housed. Parking areas are not required to be covered or paved. Parking areas shall not be located adjacent to any scenic corridor unless screened from public view by structures, fences, landscaping, or terrain features.
Condominiums	2 covered spaces plus 1 uncovered guest parking space for each dwelling unit.
Duplexes	2 covered spaces for each unit.
Group quarters	
Rooming and boarding houses	1 covered space for each bedroom.
Mixed-use developments	Determined by Design Review Permit
Mobile homes	
Individual mobile homes	1 space in a carport.
Mobile home park	1 space in a carport (may be in tandem) for each unit plus 0.5 uncovered guest parking space and 0.25 parking space for each unit for vehicle storage.
Multi-family dwellings	
Four to eight dwelling units	2 covered spaces for each unit, plus 0.5 uncovered guest parking space for each dwelling unit.

Nine or more dwelling units	1.5 covered spaces for each dwelling unit plus 0.5 uncovered guest parking space for each 1 bedroom unit and 1 uncovered guest parking space for each dwelling unit containing 2 or more bedrooms.
Residential care homes	
Six or fewer clients	2 covered spaces.
Seven or more clients	1 space for each 2 residential units, plus 1 space for each 4 units for guests and employees.
Second residential units	1 covered space in addition to that required for the single-family unit.
Senior housing projects	1 space for each unit with half the spaces covered, plus 1 guest parking space for each 10 units.
Single-family dwellings	2 spaces in a fully-enclosed garage or carport.
Triplexes	2 covered spaces for each unit.
Retail Trade	
Art, antique, collectable, and gift sales	1 space for each 250 sq. ft. of floor area.
Auto parts sales	1 space for each 300 sq. ft. of floor area.
Convenience and liquor stores	1 space for each 250 sq. ft. of floor area.
Furniture, furnishings, and appliance stores	1 space for each 300 sq. ft. of floor area.
General retail stores	1 space for each 250 sq. ft. of floor area.
Motor vehicle leasing, sales, and rental	1 space for each 500 sq. ft. of floor area or 1 space for each 1,000 sq. ft. of outdoor sales area, with a minimum of 4 spaces.
Outdoor retail sales and activities	1 space for each 500 sq. ft. of sales area, with a minimum of 4 spaces.
Plant nurseries and garden supply stores	1 space for each 1,000 sq. ft. of site area, plus 1 loading space, 15 ft. x 30 ft., for each acre of the site.
Restaurants (including bars, cafes, cafeterias, and other eating/drinking places)	
Take-out only (no on-site seating)	1 space for each 180 sq. ft. of total gross floor area.
Fast food (counter service)	5 spaces, plus 1 space for every 3 seats in dining area or 1 space for each 100 sq. ft. of total gross floor area, whichever is greater.
Table service	1 space for each 2.5 seats or 1 space for each 100 sq. ft. of total gross floor area, whichever is greater.
Shopping centers and complexes	1 space for each 250 sq. ft. of floor area. Reductions may be granted in compliance with 10-2.1406 (Reduction of Parking Requirements), below.
Service Uses	
Banks and financial services	
Banks	1 space for each 100 sq. ft. of gross retail floor area, plus 2 spaces for each ATM, and 1 space for each company-owned vehicle.
Financial institution	1 space for each 250 sq. ft. of floor area.
Bed and breakfast inns	1 space for each guest room, plus 2 spaces for the resident family.
Car wash	
Self service	2 spaces for each stall.
Full service	10 spaces, plus 6 spaces for each wash lane for queuing and drying area.
Child day care	
Large family day care homes	3 spaces minimum; may include spaces provided to fulfill residential parking requirements and on-street parking so long as it abuts the site.
Child/adult care centers	1 space for each employee, plus 1 space for each 10 children.
Equipment sales and rental	1 space for each 300 sq. ft. of floor area, plus 1 space for each 1,000 sq. ft. of outdoor use area.
Hotels and motels	1 space for each living/sleeping unit, plus 1 space for each 5 units, plus 1 space for the manager, plus additional spaces, as determined by the Director, for ancillary uses.
Laundry - Dry cleaning pick-up facilities and Laundromats	1 space for each 250 sq. ft. of floor area.
Laundry - Laundries and dry cleaning plants	1 space for each 1,000 sq. ft. of floor area.
Medical services	
Clinics, offices, and laboratories	1 space for each 200 sq. ft. of floor area, or 3 spaces for each examination room, whichever is greater.
Extended care	1 ½ spaces for each bed or number of patients the facility is licensed to accommodate.
Hospitals	1 space for each 250 sq. ft. of floor area, or 1 1/2 spaces for each bed or number of patients the facility is licensed to accommodate, whichever is greater.
Mortuaries and funeral homes	1 space for each 4 seats in the sanctuary, plus 1 space for each company-owned vehicle.
Motor vehicle services — Minor repair	1 space for each 300 sq. ft. of floor area or 4 spaces per service bay, whichever is greater, plus adequate queuing lanes for each day.
Offices - Administrative, business, governmental, production, and professional	1 space for each 250 sq. ft. of floor area, with a minimum of 4 spaces.

Personal services Barber and beauty shops	3 spaces for each barber or beautician, with a minimum of 4 spaces.
Pet grooming	1 space for each 400 sq. ft. of floor area.
Service stations	1 space for each 250 sq. ft. of floor area or 3 spaces per service bay, whichever is greater, plus adequate queuing lanes for each service bay.
Storage Outdoor Personal self-service (mini-storage)	1 space for each 3,000 sq. ft. of lot area. 4 spaces for the manager's office.
Veterinary clinics, animal hospitals, and kennels	1 space for each 250 sq. ft. of floor area.

Sec. 10-2.1406. Reduction of parking requirements.

(a) A reduction in the number of parking spaces required by this article may be allowed through the approval of a minor conditional use permit in compliance with Article 24 of this chapter.

(b) Where two (2) or more nonresidential uses are developed as a recognized shopping or professional center and two (2) or more uses have distinct and differing peak parking usage periods, (e.g., a bank and a theater), a reduction in the required number of parking spaces may be approved by the Director through a minor conditional use permit (Article 24 of this chapter), provided that the most remote space is located within 300 feet of the use it is intended to serve (as measured along the most direct pedestrian path). The amount of reduction shall not result in a parking requirement less than that required for the most intensive of the uses sharing the parking. A shared parking analysis may be required by the Director to support a request for a parking reduction.

(c) The following shared-use parking standards are based on the assumption that patrons would use a single parking space for more than one (1) destination and that a single parking space would be available for short-term parking to serve a variety of different uses that may have different peak hours.

(1) Nonresidential new construction on sites of less than 20,000 square feet in size, new construction on sites greater than 20,000 square feet in size for retail commercial, restaurants (excluding fast food), and theaters, and additions to existing structures or changes in use shall be eligible to use the alternative shared-use parking standards within the C-1, B-P, and VMU Zoning Districts. However, existing uses shall not reduce current levels of parking as a result of the alternative shared-use parking standards.

(2) Residential uses or new construction of hotel or office uses on sites greater than 20,000 square feet in size are not eligible to use alternative shared-use parking standards.

(3) Once it has been established that parking is required, eligible projects within the C-1, B-P, and VMU Zoning Districts may choose to provide shared parking by using the alternative shared-use parking standards in Table 3-6 below, or provide parking for the project's exclusive use under the requirements established in Section 10-2.1405(a).

Projects developed under the shared-use parking standards shall enter into an agreement with the City which shall be recorded with the office of the County Recorder. The agreement shall require that the parking be operated on a nonexclusive basis, open and available to the general public for shared use at all times.

Sec. 10-2.1407. Disabled/handicapped parking requirements.

Parking areas shall include parking spaces accessible to the disabled as follows:

(a) Parking spaces for the disabled shall be provided in compliance with Section 1129B of the Uniform Building Code (UBC).

(b) Disabled accessible spaces required by this article shall be reserved by the property owner/tenant for use by the disabled throughout the life of the approved land use.

(c) If amendments to State law change standards for the marking, striping, and signing of disabled parking spaces, disabled accessible spaces shall be upgraded in compliance with the new State standards. Upgrading shall be completed by affected property owners within sixty (60) days of being notified in writing by the Department of new State standards.

Table 3-6

ALTERNATIVE SHARED-USE PARKING STANDARDS

Use	Minimum Parking Ratios
New construction of office or hotel uses on sites greater than 20,000 sq. ft.	Excluded from use of shared-use parking standards
Office uses on sites less than 20,000 sq. ft. Including: 1. Banks, savings and loans, other financial institutions 2. Medical or dental offices 3. Professional and other offices	2.5 spaces for each 1,000 sq. ft. of floor area
Public assembly on any size site including: 1. Movie or performance theater 2. Museum	1 space for each 7 seats, plus 5 for employees 3 spaces for each 1,000 sq. ft. of floor area
Residential	Excluded from use of shared-use parking standards
Restaurants on any size site including: 1. Restaurant, deli, coffee house, juice bar under 1,000 sq. ft. of usable area, excluding fast food 2. Restaurant over 1,000 sq. ft. of usable area, excluding fast food 3. Outdoor dining areas associated with a restaurant	3 spaces for each 1,000 sq. ft. of floor area 6 spaces for each 1,000 sq. ft. of floor area none
Retail commercial on any size site	3 spaces for each 1,000 sq. ft. of floor area

(d) Requirements for enclosed garages for single-family dwellings may be waived by the Director provided the area devoted to parking is visually screened from adjacent parcels. A design review permit shall be obtained before the waiver of the enclosed parking requirement is granted, in compliance with Article 20 of this chapter.

(d) Disabled accessible parking spaces required by this article shall count toward fulfilling off-street parking requirements.

Sec. 10-2.1408. Development standards.

Required parking areas shall be provided as follows:

(a) Access to parking areas shall be provided in the following manner:

(1) Parking areas shall provide suitable maneuvering room so that vehicles enter an abutting street in a forward direction. Parking lots shall be provided so as to prevent access at any point other than at designated access drives. Single-family homes and duplexes are excluded from this requirement.

(2) Industrial uses located on arterial streets and commercial uses that provide fifty (50) or more parking spaces shall have access driveways that are not intersected by a parking

aisle, parking space, or another access driveway for a minimum distance of fifty (50') feet from the street right-of-way line.

(3) A minimum unobstructed clearance height of fourteen (14') feet shall be maintained above areas accessible to vehicles within nonresidential uses.

(b) Applicants for nonresidential developments are encouraged to provide shared vehicle access to adjacent nonresidential properties to provide for convenience, safety, and efficient circulation. A joint access agreement running with the land shall be recorded by the owners of the abutting properties, as approved by the Director, guaranteeing the continued availability of the shared access between the properties. Shared pedestrian access between adjacent properties, including residential developments is also strongly encouraged.

(c) Parking areas shall be located as follows:

(1) Required residential parking shall be located on the same parcel as the uses served, and shall not be located in a required setback area abutting a street.

(2) Required nonresidential parking shall be located on the same parcel as the uses served or within 500 feet of the parcel if shared parking or public parking facilities are used to meet parking requirements.

(3) Nonresidential parking shall not be located within a required front setback area. Parking may be located within a required side or rear setback provided it is separated from the side or rear property line by a minimum five (5') foot landscaped area.

(d) Parking space and lot dimensions.

(1) Minimum parking dimensions shall be as indicated in Table 3-7.

Table 3-7

**MINIMUM PARKING STALL DIMENSIONS
RESIDENTIAL USES**

Standard Stall		Compact Stall	
Length	Width	Length	Width
Garage (interior dimension)			
20 feet	9 feet	N/A	N/A
Uncovered Spaces			
Spaces shall conform to the standards in Table 3-6		16 feet	8 feet

(2) Minimum parking dimensions shall be as indicated in Tables 3-8 and 3-9.

Table 3-8

MINIMUM PARKING STALL AND LOT DIMENSIONS

Standard Parking Stall Dimensions	
Length	Width
20 feet with bumper overhang See (h)(5) (below)	9 feet

One-Way Traffic and Double-Loaded Aisles

Parking angle (degrees)	Turnaround	Curb length	Interior stall depth, with bumper overhang	Perimeter stall depth, with bumper overhang	Aisle with (travel lane)
30	18 feet	18 feet	16.5 feet	17.8 feet	13 feet
45	17 feet	12.7 feet	18.8 feet	20.5 feet	15 feet
60	14 feet	10.4 feet	19.6 feet	21.8 feet	19 feet

90	14 feet	9 feet	20 feet	20 feet	25 feet
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Two-Way Traffic and Double-Loaded Aisles

Parking angle (degrees)	Turnaround	Curb length	Interior stall depth, with bumper overhang	Perimeter stall depth, with bumper overhang	Aisle with (travel lane)
30	27 feet	18 feet	16.5 feet	17.8 feet	25 feet
45	27 feet	12.7 feet	18.8 feet	20.5 feet	25 feet
60	27 feet	10.4 feet	19.6 feet	21.8 feet	25 feet
90	27 feet	9 feet	20 feet	20 feet	25 feet

Table 3-9

PARKING AREA DIMENSIONS

A	B	C	D		E		F		G	H
Parking Space Angle	Curb Length Per Car	Stall Depth	Back-up Driveway Width		Single Bay Width		Double Bay Width		Stall Depth to CL	Total Bay Width
			1-Way	2-Way	1-Way	2-Way	1-Way	2-Way		
0°	25'	9'	12'	20'	21'0"	29'0"	30'	38'0"	9'	18'
30°	18'0"	17'10"	12'	20'	29'10"	37'10"	47'8"	55'8"	13'11"	27'10"
45°	12'9"	20'6"	14'	20'	34'6"	40'6"	55'0"	61'0"	17'4"	34'8"
60°	10'5"	21'10"	18'	20'	39'10"	41'10"	61'8"	63'8"	19'7"	39'2"
90°	9'0"	20'0"	24'	24'	44'0"	44'0"	64'0"	64'0"	17'6"	40'0"

- A Angle of parking
B Curb length per car
C Stall depth
D Back up or driveway width
D1 Driveway widths leading to parking areas to be per Section 20-2.1409
E Total width single bay adjoining walls or other obstructions (C+D)
F Total width double bay adjoining walls or other obstructions (2 × C+D)
G Stall depth to center line of adjacent parking bays (C-H)
H Total width of adjacent parking bays (2 × G)
(3) Parallel parking spaces shall have a minimum width of nine (9') feet and a minimum length of twenty-four (24') feet. Aisle widths shall be twelve (12') feet for one (1) way traffic and twenty-four (24') feet for two (2) way traffic.

(4) When thirty (30) or more parking spaces are required, compact car spaces may be provided up to a maximum of twenty-five (25%) percent of the parking spaces required for a multi-family residential project and up to twenty (20%) percent of the spaces required for a nonresidential project. The compact parking spaces shall have a minimum depth of sixteen (16') feet and a minimum width of eight (8') feet; a minimum depth of eighteen (18') feet shall be provided for parallel spaces. Bumper overhang areas may be provided in compliance with subsection (h)(6) below. Each compact space shall be clearly marked as a compact space in letters reading "Compact Only."

(e) Drainage.

(1) Surface water from parking lots shall not drain over sidewalks or adjacent parcels.

(2) Parking lots shall be designed in compliance with the storm water quality and quantity standards of the City's best management practices.

(f) Directional arrows and signs.

(1) In parking facilities containing forty (40) or more parking spaces, aisles, approach lanes, and maneuvering areas shall be clearly marked with directional arrows and lines to ensure the safe and efficient flow of vehicles.

(2) The Director may require the installation of traffic signs in addition to directional arrows to ensure the safe and efficient flow of vehicles in a parking facility.

(3) The exit from a parking area that contains parking for forty (40) or more vehicles shall be clearly marked with a vehicle "STOP" sign unless this requirement is waived by the Director.

(g) Grades of parking areas.

(1) Ramps or driveways within the interior of a parking area (beyond twenty (20') feet from an ultimate right-of-way line) shall have a maximum grade of fifteen (15%) percent. If a ramp or driveway exceeds ten (10%) percent, the design shall include transitions (at each end of the ramp) not less than eight (8') feet in length, having a slope equal to one-half (½) the ramp or driveway slope.

(2) Parking spaces and abutting access aisles shall have a maximum grade of five (5%) percent, measured in any direction.

(h) Landscaping shall be provided in compliance with the following requirements:

(1) A comprehensive landscape and irrigation plan shall be submitted for review and approval by the Director in compliance with Article 12 of this chapter.

(2) Landscaping materials shall be provided throughout the parking lot area using a combination of trees, shrubs, and ground cover.

(3) All landscaped areas shall be provided with an automatic irrigation system in compliance with Section 10-2.1206

(4) Areas containing plant materials shall be bordered by a concrete curb at least six (6") inches high and six (6") inches wide. Alternative barrier design to protect landscaped areas from damage by vehicles may be approved by the Director.

(5) Parking lot landscaping shall be located so that pedestrians are not required to cross landscaped areas to reach structure entrances from parked cars. This should be achieved through proper orientation of the landscaped fingers and islands.

(6) To increase the parking lot landscaped area, a maximum of twenty-four (24") inches of the parking stall depth may be landscaped with low-growth, hearty materials in lieu of paving, allowing a two (2') foot bumper overhang while maintaining the required parking dimensions.

(7) Perimeter parking lot landscaping.

(A) Parking areas for nonresidential uses adjoining a public street shall be designed to provide a landscaped planting strip between the street right-of-way and parking area equal in depth to the setback required by the zoning district or ten (10') feet, whichever is more. Parking areas for residential uses shall maintain the required setback areas for the zoning districts in which they are located.

The landscaping shall be designed and maintained to screen cars from view from the street to a height of between thirty-six (36") inches and forty-two (42") inches. Screening materials may include a combination of plant materials, earth berms, solid masonry walls, raised planters, or other screening devices which meet the intent of this requirement. Trees shall be provided at a minimum rate of one (1) for every thirty (30') lineal feet of landscaped area. Plant materials, signs, or structures within a traffic safety sight area of a driveway shall not exceed thirty-six (36") inches in height.

(B) Parking areas for nonresidential uses shall provide a perimeter landscaped strip at least six (6') feet wide (inside dimension) where the facility adjoins a side or rear property line.

The perimeter landscaped strip may include a required yard or buffer area. Trees shall be provided at the rate of one (1) for each thirty (30') lineal feet of landscaped area.

(C) When parking areas are located adjacent to nonresidential structures, a minimum six (6') foot wide landscape strip shall be provided adjacent to the structure.

(D) Parking areas for nonresidential uses adjoining residential uses shall provide a landscaped buffer yard with a minimum ten (10') foot width between the parking area and the common property line bordering the residential use. A solid masonry wall or fence and landscape buffer shall be provided along the property line to address land use compatibility issues (e.g., nuisance noise and light/glare.) Trees shall be provided at the rate of one (1) for each thirty (30') lineal feet of landscaped area.

(8) Interior parking lot landscaping.

(A) Multi-family, commercial, and office uses shall provide landscaping within the parking area at a ratio of eight (8%) percent of the gross area of the parking lot. One (1) tree shall be provided for every five (5) parking spaces. Industrial/manufacturing uses shall provide landscaping within the parking area at a ratio of six (6%) percent of the gross area of the parking lot. One (1) tree shall be provided for every ten (10) parking spaces.

Landscaping shall be evenly dispersed throughout the parking area. Use of an orchard-style planting scheme is encouraged for larger parking areas. Parking lots with more than 100 spaces should provide a concentration of landscape elements at main entrances, including specimen trees, flowering plants, enhanced paving, and project identification.

(B) Trees shall be in planters located throughout the parking area.

(i) Parking areas shall have lighting capable of providing adequate illumination for security and safety. A minimum of one (1) footcandle of illumination shall be maintained at the parking surface throughout the parking area. Lighting fixtures shall be energy-efficient. Lighting standards shall be in scale with the height and use of the on-site structure(s). All illumination, including security lighting, shall be directed downward, away from adjacent properties and public rights-of-way in compliance with Section 10-2.806

(j) Striping and identification.

(1) Parking spaces shall be clearly outlined with four (4") inch wide lines painted on the surface of the parking facility. Car pool spaces shall be clearly identified for car pool use only.

(2) The restriping of any parking space or lot shall require the approval of a restriping plan by the Director.

(k) Parking spaces and maneuvering areas shall be paved and permanently maintained with asphalt, concrete, or other all-weather surfacing approved by the Director. Other suitable surface materials (e.g., permeable paving materials) are encouraged for use in low-use areas, as approved by the Director.

(l) Continuous concrete curbing at least six (6") inches high and six (6") inches wide shall be provided for parking spaces located adjacent to fences, walls, property lines, landscaped areas, and structures. Individual wheel stops may be provided in lieu of continuous curbing when the parking is adjacent to a landscaped area, and the drainage is directed to the landscaped area. When provided, wheel stops shall be placed to allow for twenty-four (24") inches of vehicle overhang area within the dimension of the parking space.

Sec. 10-2.1409. Driveways and site access.

Driveways providing site access shall be from an improved street, alley, or other public right-of-way, and shall be designed, constructed, and maintained as follows:

(a) A maximum of two (2) driveways shall be allowed for each multi-family and nonresidential parcel with 100 feet or less of street frontage, unless the Director and City Engineer determine that more than two (2) driveways are required to accommodate traffic volumes on specific projects.

(1) Whenever a property has access to more than one (1) street, access shall be generally limited to the lowest volume street where the impact of a new access would be minimized.

(2) Single-family and duplex residential developments shall only be allowed one (1) driveway.

(3) Circular driveways shall only be allowed for parcels with seventy (70') feet or more of street frontage.

(4) A suitable curb cut shall be required wherever a driveway intersects with a public street, as approved by the City Engineer.

(b) Driveways shall be located a minimum of 150 feet from the nearest intersection, as measured from the centerline of the driveway to the centerline of the nearest travel lane of the intersecting street. For parcels with frontages of less than 150 feet, the minimum distance shall be 100 feet unless a lesser distance is approved by the City Engineer.

(c) Driveways shall be separated along the street frontage as follows:

(1) Driveways for single-family and duplex residential developments shall be separated by at least six (6') feet, unless a shared, single driveway is approved by the Director. The six (6') foot separation does not include the transition or wing sections on each side of the driveway; and

(2) Where two (2) or more driveways serve the same or adjacent multi-family or nonresidential development, the centerline of the driveways shall be separated by a minimum of fifty (50') feet. Exceptions to this standard shall be subject to the approval of the City Engineer.

(d) Driveway width and length.

(1) Single-family uses.

(A) Driveways are intended only to provide access to required off-street parking spaces in garages. No other paving, except walkways, shall be allowed within the front setback area.

(B) Driveways that provide access to garages having a setback greater than twenty-four (24') feet from the street property line shall have a minimum width of ten (10') feet and a maximum width of fourteen (14') feet at the property line.

(C) Driveways that provide access to garages having a setback less than twenty-four (24') feet from the street property line shall not exceed the width of the garage door opening plus twenty-four (24") inches.

(D) When a garage is perpendicular (ninety (90°) degrees) to the driveway, a minimum twenty-four (24') foot deep unobstructed back-out area shall be provided.

(E) Driveways may be allowed with greater widths than provided above with the approval of the Director and City Engineer.

(2) Multi-family uses.

(A) Driveways for multi-family uses with six (6) or less units shall have a minimum paved width of ten (10') feet for one (1) way driveways and twenty (20') feet for two (2) way driveways.

(B) Driveways for multi-family uses with more than six (6) units shall have a minimum paved width of twelve (12') feet for one (1) way driveways and twenty-four (24') feet for two (2) way driveways.

(3) Driveways for nonresidential uses shall have a minimum paved width of twelve (12') feet for one (1) way driveways and twenty-four (24') feet for two (2) way driveways. The maximum driveway width shall be thirty (30') feet, exclusive of the area provided for a median divider at project entries.

(c) The nearest edge of a driveway curb cut shall be at least thirty-six (36") inches from the nearest property line, the centerline of a fire hydrant, utility pole, traffic signal, light standards, or other similar facilities. Street trees shall be a minimum of ten (10') feet from the driveway access, measured at the trunk. Driveways shall

have an overhead clearance of fourteen (14') feet in height except within a parking structure which may be reduced to seven (7') feet, six (6") inches.

(f) Structures or landscaping over thirty-six (36") inches in height shall not be allowed within a traffic safety sight area formed by the intersection of public rights-of-way, driveways, or alleys.

Sec. 10-2.1410. Bicycle parking requirements.

(a) The City strongly encourages the use of bicycles as an alternative means of transportation.

(b) All commercial, office, and industrial uses shall provide suitably designed and adequately lockable facilities for bicycle parking which shall be located in a convenient and visible location, as determined by the applicable review authority.

(c) The actual number and final design of the bicycle spaces shall be determined by the applicable review authority.

(d) All bicycle facilities shall be designed, constructed, and maintained in compliance with the City's adopted bicycle and pedestrian master plan.

Sec. 10-2.1411. Loading space requirements.

(a) Nonresidential uses shall provide off-street loading space(s) in compliance with Table 3-10 below. Requirements for uses not listed shall be determined by the Director based upon the requirements for comparable uses.

Table 3-10

REQUIRED LOADING SPACES

Gross Floor Area	Number of Spaces Required
1. Commercial, industrial, hotel, restaurants, senior housing, and schools, other than office uses:	
Under 5,000 sq. ft.	None
5,001 to 20,000 sq. ft.	One
20,001 to 40,000 sq. ft.	Two
40,001 sq. ft. and over	Two + As required by the review authority
2. Office uses, hospitals, and institutions:	
Under 5,000 sq. ft.	None
5,001 to 20,000 sq. ft.	One
20,001 to 50,000 sq. ft.	Two
50,001 sq. ft. and over	Two + As required by the review authority

(b) Requirements for uses not specifically listed shall be determined by the Director based upon the requirements for comparable uses and upon the particular characteristics of the proposed use.

(c) Off-street loading areas shall be provided in the following manner:

(1) Minimum loading space dimensions shall be as identified in Table 3-11.

Table 3-11

MINIMUM LOADING SPACE SIZES

Size of Use	Min. Space Width	Min. Space Length	Min. Vertical Clearance
Up to 20,000 sq. ft.	12 Feet	25 Feet	14 Feet
Over 20,001 sq. ft.	12 Feet	40 Feet	14 Feet

(2) Loading areas shall have lighting capable of providing adequate illumination for security and safety. Lighting sources shall be shielded to prevent light spill beyond the property line. Lighting standards shall be energy-efficient and in scale with the height and use of adjacent structure(s).

(3) Plans for loading ramps or truck wells shall be accompanied by a profile drawing showing the ramp, ramp transitions, and overhead clearances.

(4) Loading spaces shall be located and designed as follows:

(A) As near as possible to the main structure and limited to the rear two-thirds of the parcel, if feasible;

(B) Situated to ensure that the loading facility is screened from adjacent streets to the greatest degree possible. Whenever possible, the loading facilities should not face a public street;

(C) Situated to ensure that loading and unloading takes place on-site and in no case within a required front setback, adjacent public right-of-way, or other on-site traffic circulation areas;

(D) Situated to ensure that vehicular maneuvers occur on-site;

(E) Situated to avoid adverse impacts upon neighboring residential properties and located no closer than 100 feet from the

boundary of a residential district unless adequately screened subject to the approval of the Director.

(5) Loading areas shall be screened from abutting parcels and streets with dense landscaping or solid masonry walls with a minimum height of six (6') feet.

(6) Loading areas shall be striped indicating the loading spaces and identifying the spaces for "loading only." The striping shall be permanently maintained by the property owner/tenant in a clear and visible manner at all times.

Sec. 10-2.1412. Applicable regulations.

All uses shall be subject to the applicable provisions of these Zoning Regulations, including the procedures identified in the following: Article 24, Conditional Use Permits; Article 14, Parking and Loading Standards; Article 20, Design Review Permits; Article 16, Sign Standards; Article 12, Landscaping Standards; Article 22, Temporary Use Permits; Article 25, Minor Variances; Article 26, Variances.